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TACOMA

Its History and Its Builders

A Half Century of Activity

By HERBERT HUNT

ILLUSTRATED

VOLUME II

CHICAGO, ILLINOIS
THE S. J. CLARKE PUBLISHING COMPANY
1916

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As spring approached the baseball "fans" began to plan for a team, and on the evening of March 13, 1890, they assembled in Dodge's gun store to consider the matter. H. K. Moore was elected chairman, and J. P. Chapman, P. H. Kershaw and W. R. Hodge were instructed to choose a ball park. J. H. Stitt, Thomas Bingham, A. W. McNaughton, H. K. Moore and C. D. Elder were given the task of raising funds, and it was proposed to incorporate a company with $10,000 capital. The question of forming a league including Portland, Seattle, Spokane and Tacoma was discussed. At a second meeting March 15, C. H. Moore, of Spokane, William R. Thornell, of Seattle, and G. A. Van Derbeck, of Portland, were here to discuss the league plans, with W. F. Carson, the Tacoma representative, and the result was the organization of the Pacific Northwest League of Professional Baseball Players. The officers telegraphed $50 to Nick Young, Washington, D. C., president and secretary of the National League, requesting protection. It was determined that no club's salary roll should exceed $1,000 a month, this limit being fixed to exclude outside players and put the clubs on an equal footing. April 13 W. H. Lucas was elected manager of the

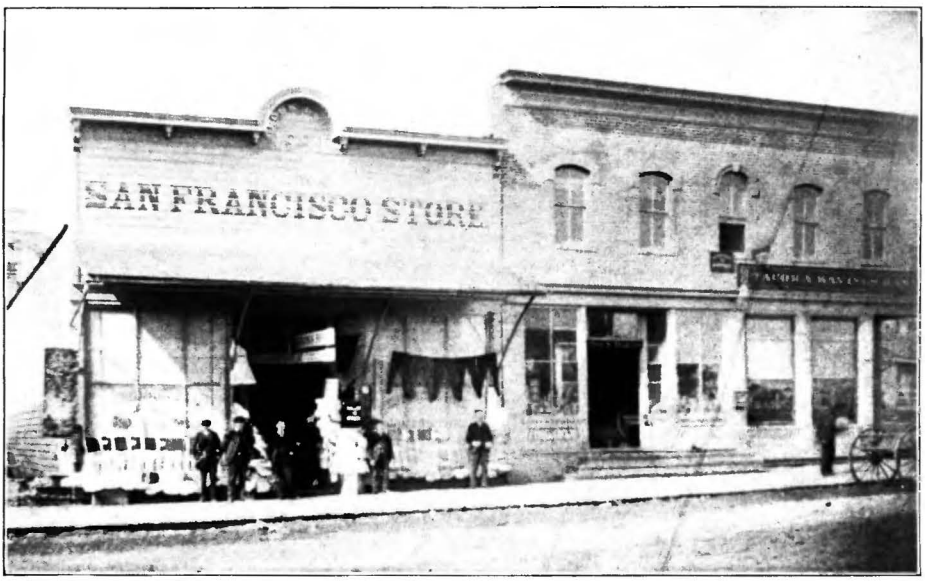
Tacoma Club. The season opened May 3 with a game between Tacoma and Seattle, which Seattle won by a score of 6 to 7. The teams seemed to be evenly matched. The line-up was as follows: Seattle: Herman, rf; Devine, 3b; Whitely, cf; Smith, 1b; Camp, 2b; Bright, ss; Dean, lf; Currie, p, and Snyder, c. Tacoma: Mannasau, lf; Hoffman, rf; Pope, 3b; McCabe, 2b; Strouthers, 1b; Christman, c; Mullee, cf; Howe, ss, and Hungler, p.

At a meeting held in the Tacoma Theatre Building April 7, the Tacoma Lawn Tennis Association was organized with George Browne, president; D. K. Stevans, vice president; W. Rice, secretary, and A. E. Bull, treasurer. The membership fee was fixed at $10, with dues of $10 annually. Out of this has grown the picturesque flower-bordered club house on Tacoma Avenue, with its several excellent courts, where many tournaments of a high order have been played. The tennis club has been a very valuable adjunct to the social life of Tacoma and there is no estimating its contributions to good health and cleanly amusement.

Gross Brothers' Building at C and Ninth streets was ready for opening March 20. Headed by a brass band, a procession of twenty carriages loaded with the firm's employees, paraded through the streets from the old store to the new. The men wore silk hats, the young women new spring bonnets and it was an altogether happy crowd. The formal opening was attended by thousands. A flag with twelve stars, one for each of the twelve years since the firm opened its first store in Tacoma, waved from the top of the building.

With a stock of dry goods, clothing, boots and shoes valued at about five thousand dollars, David and Ellis H. Gross and W. Rudee, in 1878, had established the business in a little frame building on Pacific Avenue, rented from Eben Pierce. Eight months later the firm moved into larger quarters at Ninth Street and Pacific Avenue, occupying the only brick building in town. Morris Gross joined the firm a few months after it was established and in 1881 Abe left the old home in Poland, and joined his brothers. "The only brick" was outgrown by 1883 and the brothers bought two lots just south of it and built a one-story frame, 30 by 80 feet in size, which came near starting an investigation, the "conservative" element failing to see how the brothers

STANLEY BELL PRINTING CO.



GROSS BROTHERS' STORE, 1881, ON PACIFIC AVENUE, NEAR NINTH STREET

From left: Third, A. C. Gross; fourth, Harry Babbitt; fifth, Simon Gutfeld; sixth, Morris Gross

LOOKING NORTH ON PACIFIC AVENUE FROM SEVENTEENTH STREET, IN 1883

could afford such a lavish expenditure on a building. Early in 1884 the new building was opened, but on Easter Sunday was destroyed by fire. Gross Brothers saved a part of their stock. The insurance adjusters gave the firm the damaged goods and $26,000 in settlement for its loss, estimated at $40,000, and Tacoma had her first "slaughter sale." Seven months were spent in a shanty at C and Ninth streets, while the new two-story brick was being built on the site of the burned building.

The corner stone of the new building at Ninth and C streets was laid on Decoration Day, 1889, and was witnessed by some ten thousand persons. Allen C. Mason was the orator. The building was five stories in height on the C Street front and six on Railroad. It was the largest retail store in the northwest, and contained a stock of merchandise separated into twelve departments, and it had a baby nursery, with a nurse in charge. In 1878 Gross Brothers sold $10,000 worth of goods; in 1889 the sales amounted to $340,000. The Gross Building was known in later years as the Jones Building, William Jones having acquired it, and in 1916 it was demolished to make room for a new structure to house the Pantages Theater.

The Gross Brothers were a popular, public-spirited, energetic group. They began with nothing. It is said the start of their large business was a peddler's pack. A few months after entering the new store at C and Ninth streets they failed in the general collapse. David is still heavily interested in Tacoma. About three years ago he completed a handsome business block on the west side of C Street, south of Eleventh. He lives in Ocean Park, Cal. Morris is conducting a moving picture house in New York City. Ellis has a store in Seattle. Abe, the youngest, ended his life.

Farrell & Darmer, architects for Robert Wingate, awarded the contract for a four-story brick block with a 50-froot frontage on C Street, to E. A. Barrett. It was to occupy lots 12 and 13, block 1105. In the spring of 1890 C and Railroad streets from Ninth to Fifteenth were almost blocked with building material. Among the buildings under construction were the Harry Ball, 50 by 100, five stories, now occupied by the Standard House Furnishing Company, Kaylor & Wells, $42,000; Hewitt & Galloway,

five stories, $40,000; the Fidelity Trust Building; the Daily News Block, Captain Enell's three-story building and many others.

A mass meeting in the Tacoma Theatre April 2 considered the proposal to raise a bonus asked for by the Pacific Mail Steamship Company. The Chamber of Commerce April 20 reported that the last of the $75,000 Pacific mail fund had been subscribed. This company wanted 600 feet of water frontage. Late in May, however, the Pacific Mail Line was taken over by the Southern Pacific Railway and Tacoma lost to San Francisco her hope of becoming the American terminus of the line.

Union Pacific engineers were surveying on the tideflats for that company's proposed great terminals. The Northern Pacific Company was pushing with all speed the construction of several large buildings on Hunt's Prairie—now South Tacoma, the company directors having decided to remove its shops from Seventeenth Street to the country. The street car company was laying tracks on Center Street and promised to extend the line to South Tacoma at once. To help the southward movement the city let to J. J. Maney at $9,974 a contract to build a bridge over Galliher's Gulch at Tacoma Avenue.

At a recent meeting of a Parent-Teacher Association at the Edison School, W. C. P. McGovern, who has been principal of the school since 1892, read a history of South Tacoma, and it is here republished:

"In 1891 the Northern Pacific car shops were where the Union Station now stands. In that year the company decided to move its shops. Five brick buildings were erected where the shops now are. The employes numbered 150.

"There were no street cars coming out to South Tacoma in those days. South Tacoma was not in the city limits. Until 1895 the town was called Edison. At about that time the town took the name of South Tacoma. The postoffice was called Excelsior until 1896, when it became a branch of the Tacoma postoffice and was known as South Tacoma. The postoffice could not be called Edison because there was already an office of that name in Skagit County.

"The shop workers did not live here, and there were only a few buildings along Union Avenue. All the prairie here was covered with farms. In order to get the men out here to their

WHEN THE NORTHERN PACIFIC SHOPS STOOD AT SEVENTEENTH STREET. THE FOREST ALMOST SURROUNDED THEM

BEFORE THE BIG WAREHOUSES CAME

work, the company ran a stub train out here in the mornings and evenings. Later a steam motor hauled a single car from the end of Center Street to Spanaway Lake. And still a little later the street car company put on a motor and car running to the Wapato bridge. This bridge was finished in 1892, and in 1893 the electric cars were put on there and run into town. Connection was made on Commerce Street with a steam motor running to Point Defiance. There was a little piece of land between here and town at this time that was not in the city limits, and because of that for years we had to pay 10 cents carfare.

"In December, 1891, the school was organized here, under the superintendency of F. B. Gault. It was over White's store. In April, 1892, a little school house was erected and I came out here and have been here ever since. We soon outgrew the school house and were again renting store rooms. In 1905 they decided to double the capacity of the school, making a 20-room building. They thought they had built then for all the school population that South Tacoma would ever have. But by 1908 the school was again overflowing and portable buildings were in use.

"Then the second of the two brick school buildings was erected with the idea of giving the first two years of high school in it. The enrollment had gone up to 950 when the pre-vocational work was started at the Whitman School. About fifty pupils now go to the Whitman School for pre-vocational work, which we want to give there.

"In 1892 the school had 2 teachers and 67 pupils, and in 1913, 23 teachers and 950 pupils. The total number of pupils passed from the Edison School for high school is 1,181. Last year more than one-half the total number of pupils receiving honors in the Lincoln High School were from the Edison School. I think this fine showing is because the children came from homes where the parents had to work hard, and were therefore anxious to learn."

CHAPTER XLIX

1890—UNITED STATES DISTRICT COURT ORGANIZED—RICE AND ALLEN NOMINATED FOR MAYOR—FIFE AND OTHERS HASTEN BUILDING OF CABLE LINE—FIRST CAR RUNS ON POINT DEFIANCE LINE—CARMAN ENTERS MANUFACTURING FIELD—SMELTER IN OPERATION—RUST'S DEAL WITH GUGGENHEIMS—SMELTER OUTPUT—BUILDING OF RUST MANSION—CHURCH DEVELOPMENT.

The United States District Court for the District of Washington was organized by Judge Hanford in the old court house on C Street, April 9, 1890. A. Reeves Ayers qualified as deputy district clerk, and P. C. Sullivan as deputy district attorney. The first case was that of the ship Chaigend, in which Robert Waitshore and other sailors sued for wages. They had signed in England for the trip to Tacoma. The case had been trying to find a court of jurisdiction for some weeks. The ship was of British register and the state courts did not have authority. Captain Hamilton alleged that his men had deserted but Judge Hanford found for the sailors.

At a meeting of the "Citizens Association" in the Presbyterian Tabernacle April 14, a platform was adopted and plans made for the municipal election. The platform demanded local self government; favored bonding the city for streets, sewers and public buildings; insisted that the majority should control the granting of liquor licenses in any district; favored the municipal ownership of the water plant with service at cost; opposed exclusive street railway franchise and demanded that railway companies be held to a strict fulfillment of franchises. It favored, also, the establishment of hours for labor conforming to those of the general government.

About a week later the republicans nominated: Mayor, W. B.

Allen; city attorney, Samul C. Milligan, who recently had been appointed to succeed W. H. Snell, Snell having been made prosecuting attorney; treasurer, S. T. Armstrong; surveyor, George E. Bingham; street commissioner, J. B. Hodgins; councilmen—First Ward, none; Second, Charles T. Manning; Third, J. W. Reynolds; Fourth, John Huntington.

Two days later the democrats nominated Stuart Rice for mayor; John Mayo Palmer, for attorney; Grattan H. Wheeler, for treasurer; Colin McIntosh, for surveyor; Owen Wood, for street commissioner; John N. Fuller, councilman, First Ward; William A. Freeman, Third Ward and Louis Foss, Fourth Ward. This left one place on each ticket to be filled.

The Citizens' Association endorsed the candidates on both tickets as follows: Mayor, W. B. Allen; attorney, John M. Palmer; treasurer, S. T. Armstrong; surveyor, George E. Bingham; street commissioner, J. P. Hodgins; councilmen—First Ward, H. O. Geiger for the long term, and W. H. Harris for the short; Second Ward, James I. Agnew, and Fourth, John Huntington.

The street railway company's conduct and the water and light company's activities both figured in the campaign. April 23, 1889, the council had adopted ordinance No. 237 giving to Henry Villard, Paul Schulze, J. H. Cummings and others a franchise for cable railways. May 4 the council had vacated certain portions of Cliff Avenue at the foot of Thirteenth Street and donated it to Villard and his associates for power house purposes.

Later in the year the Tacoma Railway & Motor Company acquired the franchises and other properties of the Villard Company but the cable railways up the hill did not materialize. Citizens, seeing the hill districts were being retarded in development, protested, and W. H. Fife presented a petition asking that the cable-line franchise be revoked. Fife and his fellow signatories said that while they did not desire to enter the railway business, rather than see the development of the hill district further retarded, they would bind themselves to build cable lines if the council would clear the way and give them a franchise. A few days later the council passed an ordinance in which the company

was permitted to build either electric or cable lines to K Street, within six months.

It was on April 22, 1890, that the first car was run on the Point Defiance line, completed shortly before that time by Allen C. Mason and associates. Promptly at 2.30 P. M., Supt. George Balch rang the bell on the new motor and Engineer Nelson Bedell turned on the steam. At the foot of North First Street the motor encountered grease on the rails which caused some trouble. At I Street a stop was made for a tank of water and about two miles further on wood for fuel was taken on board. The smelter was reached a few minutes before 4 o'clock. The return trip was made in forty minutes and the next morning regular hourly service to Burlingame's Saw Mill near the smelter was established.

By the middle of July, Superintendent Cummings, of the Tacoma Railway & Motor Company had completed plans for the cable road on Thirteenth Street and had let contracts. The A. B. Todd Company, of Tacoma, was making the cast iron cable yokes. The cars were to be equipped for operation on both cable and electric lines and would be switched to the latter at K Street from which point they would go to Nineteenth and out that street to a point to be decided upon later. New and larger engines and dynamos had been ordered, and the company expected to put about three hundred and fifty thousand dollars in improvements. In August the company began building the Tacoma Avenue line. Tacoma Avenue had great expectations. It was the first street to undertake paving of a more substantial character than planking. The Bituminous Rock Company had 100 men and thirty teams at work between Ninth and Fifteenth streets. On a base of concrete the company was laying about two inches of bituminous rock. The contract price was $52,000.

Fifteen minutes before noon on June 29, Frank O. Meeker drove the last spike in the narrow gauge Tacoma & Puyallup Railroad. The exercises were held about three miles this side of Puyallup.

J. L. Carman, who had just come from Iowa, bought the L. S. Wood mattress plant, and organized the Pacific Lounge

and Mattress Company. The factory which employed ten men stood where the Milwaukee railroad station now stands. Carman threw his great energies into the little business and its growth immediately began. Mr. Carman now employs from one hundred and seventy-five to two hundred men, and the output of his plant is about one million, two hundred and fifty thousand dollars annually. He owns plants in Portland, Spokane and Seattle, and though an exceedingly busy man, still finds time to devote to public duties which he performs with signal ability.

William R. Rust became manager of the Tacoma Smelting & Refining Company in the spring of 1890 and at once began to make some changes in the plant, principal among which was the erection of sampling works, which added materially to its usefulness.

Mr. Rust had been in Tacoma in 1887, looking over the field. When he came to stay he brought $30,000 cash, which he had taken out of mines in Colorado. With this he procured control of the Tacoma smelter. He had had valuable connections in mining and railroad circles and he now used them in placing the Tacoma institution on its feet. That, however, was a long and difficult task, made doubly serious by the refusal of a railroad man to carry out a shipping agreement that he had made with Rust. Without this agreement Rust would not have come to Tacoma. When Mellen came west as vice president of the Northern Pacific, he made good the compact and opened the way for the shipment of ores from Montana. Favorable agreements with mines in Alaska further enlarged the way to success. Rust's genius made a great industry out of the plant that Ryan, aided by the Tacoma town-builders, had started, and his pleasant personality at once gained for him a large following of friends. He retired from the smelter company January 1, 1916, a very rich man, and now devotes his time to his mining interests.

At 7 A. M. September 15, 1890, fire was started in the crucibles of the first stack at the smelter. The roasting furnaces had been burning for a couple of weeks, but the company had been delayed in starting the crucible fires, owing to the non-arrival of two schooner loads of limestone from the San Juan

quarries. With the arrival of this lime the "blowing in" process was begun and on the 27th the steamship Queen of the Pacific carried the first consignment of bullion to San Francisco. The shipment consisted of twenty-three tons, valued at $9,971.71, each ton showing silver, $228,25, gold $91.57, lead $100. The plant was employing fifty men and turning out 110 bars of bullion a day from the one stack then operating.

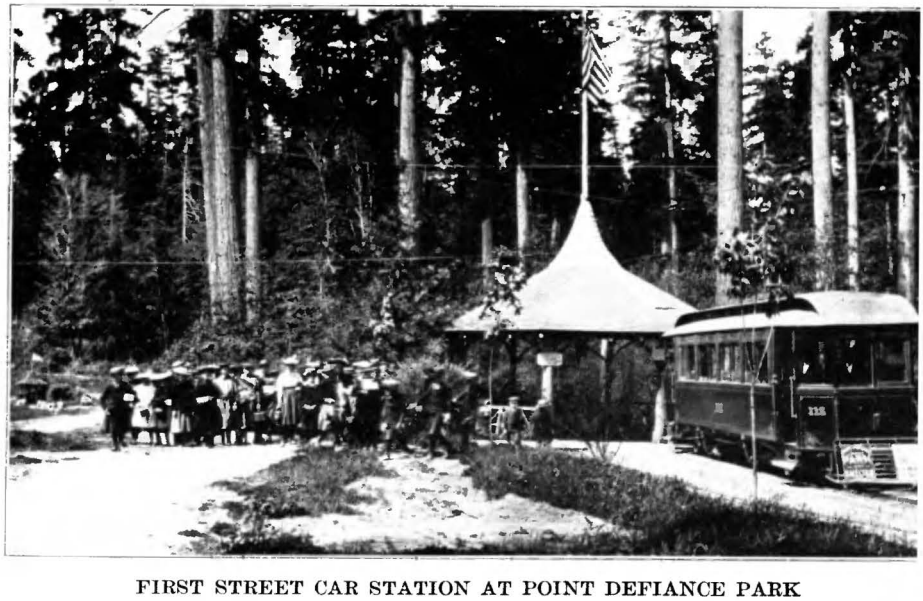
One day a representative of the Guggenheims offered Mr. Rust $1,000,000 for the smelter. Rust laughed at him. The agent pressed him for a price. Rust said he thought he might begin to become slightly interested if $4,000,000 were offered. Then the agent laughed. Rust told him to remain in a good humor, and to remember that when the Guggenheims next made an offer it would have to be $1,000,000 more than $4,000,000.

About a year later another Guggenheim agent was sent west to negotiate and sure enough Rust demanded $5,000,000, and he asked for $500,000 more to cover sums that recently had been invested in plant betterments. The terms were accepted immediately, and the concern became a unit in the American Smelters Securities Company. The stockholders had received 10 per cent profits while Rust operated the plant, and by the sale of it they received 11 for one, on their investment. The change in ownership was made in 1905. Mr. Rust remained with the company under the sale agreement.

In 1907 Harry Y. Walker, who has been with the Guggenheim interests for nineteen years, came to the Tacoma plant from the Everett smelter which the Securities Company had bought and dismantled. He had spent two years in Everett. He now is the manager of the great Tacoma concern which is employing about twelve hundred men. This is larger than the normal force by perhaps three hundred men, the excess being required in the rebuilding and enlargement of the plant, which is costing a very large sum of money. This work has been in progress for a year and will not be completed until some time in 1917.

The present output of the smelter is worth about twenty-five million dollars a year. The gold output amounts to about three million dollars, silver to one million dollars, and copper to

FIRST BUFFALO BROUGHT WEST OF THE MOUNTAINS
In Point Defiance Park



FIRST STREET CAR STATION AT POINT DEFIANCE PARK

twenty-one million dollars, and in addition, the great flues yield 2,400 tons of arsenic annually. The smelter has been one of the very distinctive forces in the city's progress and substantiality. The continuity of its operation and the public spiritedness of its management are facts that have been felt by the business community.

Both Mr. and Mrs. Rust have helped many public, religious and philanthropic enterprises. Mr. Rust has given most generously to the institutions in the town that bears his name—Ruston, which was incorporated October 22, 1906. Mrs. Rust in 1914 gave a handsome $7,000 organ to Trinity Church, as a memorial to her son, Howard L., who died in 1912 at the age of twenty-five, and she was ready to give a considerable sum to the Humane Society and the city for a building to house homeless animals. She always has been very fond of animals and the proposed gift was prompted by that feeling. However, she felt obliged to withdraw the proposal when fanatics, who thought the money might be devoted to better uses, began bothering and threatening. The Humane Society very much desired the gift as it considered the "dog pound" in the Yakima Avenue Gulch to be a hideous nuisance and perhaps a danger to health.

The Rusts in 1905 built the fine white mansion at 1001 North I street, at a cost of about one hundred and twenty-two thousand five hundred dollars, and the furnishings cost nearly fifty thousand dollars more. The beautiful structure, of a pure colonial type, was copied from the great John A. McCall home on Long Island, which cost $2,000,000. Experts fitted the furnishings. The exterior is finished in hand-dressed Wilkeson sand stone.

In order to protect the property Mr. Rust bought the old Paul Schulze residence just west, with its four lots, for $18,000 —a fancy price, but necessary if the property was to be acquired. Schulze, the Northern Pacific land agent who cut a figure here in the late '80s and early '90s, and completed his career by taking his own life, had built this house very shortly after the first steam dummy began running on the Point Defiance car line and it was regarded as one of the mansions of its time. It afterward fell into the hands of an eastern estate, and for a long time was boarded up. Later Attorney T. D. Powell leased it and

lived there until he died. It now is occupied by the family of Architect Luther Twichell.

After the death of their son in 1912 the Rusts became lonely in the great house, and decided to get rid of it. This determination was encouraged no doubt by the erection across the street from their front door of an ugly little laundry building. Samuel Glenn built it, and the city seemed to have no way of combating the eyesore. The building inspector's office had made no effort to avoid the issuance of the building permit, and apparently was oblivious to the injustice that was being inflicted upon the neighborhood. Samuel A. Andrews, the jeweler, whose comfortable home was next door north of this eyesore righteously felt aggrieved and brought legal proceedings which closed the laundry but could not remove the building. The affair emphasized a danger that might befall any handsome residence district, if a lot owner's greed or spite controlled him. The Rusts in 1912 proceeded to build a new home at 521 North Yakima Avenue at a cost of about eighty thousand dollars.

The I Street mansion was sold to George Milton Savage, for $50,000, Rust retaining the Schulze corner. Savage intended to occupy the house but his modesty overruled that intention and he ordered A. E. Grafton to dispose of it. Grafton sold it to Dr. J. F. Bailey, of Portland. Bailey held the rank of captain in the United States army, and he had led the American charge on Tientsin in the "Boxer" rebellion. Bailey sold it to Elmer S. Shank, also of Portland. In the negotiations Grafton had acquired a second mortgage for $5,000. There also were third and fourth mortgages which were wiped out recently when Grafton foreclosed his second mortgage and bought the first mortgage, and became the owner of record. The property cost Grafton about thirty-five thousand dollars and interest. When the house was sold it thus was inventoried: Improvements, $122,500; eight lots, $20,000; tapestries, curtains, and other furnishings in the nature of fixtures, $15,500—a total of $158,000.

The People's Church at E and East Twenty-eighth streets was dedicated Sunday, April 20th, by Rev. Thomas Simes. Rev. William Coburn had been pastor for five years, and had

built up a considerable organization. The Free Methodists, too, were happy in the possession of a new church building, on South Eleventh Street at O, and they dedicated it May 12th, Rev. J. C. Scott, pastor of the Seattle Church, preaching the sermon. Rev. J. W. Carter was the pastor. The Narada Theosophical Society was meeting at 701 E Street. The name "Narada" was later applied to the beautiful falls of Paradise River.

CHAPTER L

1890—RICE ELECTED MAYOR—CHARTER COMMISSION—FIRST PARK BOARD APPOINTED—SCHWAGERL AND ROBERTS BUILD WRIGHT PARK—GEORGE BROWNE'S VALUABLE LABORS—SAVING POINT DEFIANCE PARK—FERRY GIVES STATUARY—BOWES' SPHINXES.

The municipal election in May, 1890, was regarded by the democrats as their victory. The total registration was 5,477 and the vote 4,330. The vote in 1880 had been 363; in '82, 648; '84, 1,599; '86, 1,818; '88, 2,835; '89, 5,324. The winners and their majorities were Stuart Rice, mayor, 421; G. H. Wheeler, treasurer, 208; S. C. Milligan, attorney, 172; Colin McIntosh, surveyor, 1,051; J. P. Hodgins, street commissioner, 369; Councilmen First Ward, long term, John N. Fuller; short term, Frank A. Smalley; Second Ward, Charles T. Manning; Third Ward, William A. Freeman; Fourth Ward, John A. McGoldrick. Of these Rice, Wheeler, McIntosh, Fuller, Smalley, Freeman and McGouldrick were democrats, the others being republicans.

The new council elected: clerk, C. E. Hills; deputy, Michael Dowd; chief of police, Martin A. Dillon; chief of the fire department, H. M. Lillis; assistant, W. D. McGee; harbormaster, R. S. Mountfort; building inspector, John Forbes; plumbing inspector, Thomas O'Neil; health officer, Dr. J. T. Brinkley; assessor, E. W. Taylor.

The city had heard much about divided responsibility, and the council endeavored to settle it by placing the police department under the control of the mayor and making the chief responsible to the mayor.

The retiring council, after discussing the new charter question for some weeks, had at last deferred action and transferred

A SUNDAY IN WRIGHT PARK YEARS AGO

the problem to the new members. An ordinance was passed at the first meeting, calling for the election on June 10 of a charter commission of fifteen freeholders. May 21 the council nominated as charter framers, Allen C. Mason, W. H. Snell, J. H. Houghton, J. M. Steele, J. D. Caughran, George B. Kandle, H. O. Geiger, Doctor Goddard, Henry Drum, M. M. Taylor, Thomas Carroll, W. J. Meade, J. C. Weatherred, George O. Kelly and C. A. Hasbrouck.

Mayor Rice appointed S. Calvin Heilig as his private secretary. He was the first mayor to have such an assistant. June 8 the council adopted an ordinance authorizing the mayor to appoint seven park commissioners, and a week later he named Tacoma's first park board: Isaac W. Anderson, Henry Drum, George Browne, J. M. Steele, E. E. Sampson and F. I. Mead as board of park commissioners. Browne was made president of the board and Mead became superintendent of parks at $125 a month.

Outgoing City Treasurer Armstrong's annual report showed: cash on hand at beginning of fiscal year, $53,633.26; collected during the year, $812,516.47; disbursements, $720,286.52; a balance on hand, $92,229.95.

E. O. Schwagerl, an able landscape gardener had prepared plans for the improvement of Wright Park which C. B. Wright had given to the city some years before with the understanding that at least $1,000 a year should be spent on its improvement. Nothing had been done with the 27.30 acres. There was talk of its reversion to the land company, and, under the fear of losing this valuable gift the new park board employed Schwagerl. George Browne was about to make a European trip and it was decided that he, under Schwagerl's direction, should buy a fine collection of trees and shrubs, the idea being to adorn the land with plants not indigenous to this country. While Browne was doing that Schwagerl with a considerable force of men invaded the wilderness of underbrush and logs, cleared it up, turned the swamp into a little lake and then began grading. After a while Browne's shipments began coming. The plants were "heeled in" until the grading could be completed. But the clouds were gathering for Schwagerl. There was objection to the expense

he was creating. Political machinations among his men were beginning to injure his standing and one day he found himself without a place, but he had completed the grading.

The park board at once employed Eben R. Roberts, who had been doing beautiful things at Radebaugh's Wapato Park. Roberts was Schwagerl's friend, and had opposed his dismissal, and one of his first acts was to call together the workmen and inform them that he proposed to build the park without an infusion of politics. Roberts is a Welshman who traces his ancestry 800 years. He began gardening as a child. In his boyhood he was apprenticed to one of Wales' ablest gardeners, and after serving his time he was employed in head positions on several of the great Welsh and English estates. He came to the United States as a young man, was employed for some time by the well known firm of Peter Henderson & Company, of New York, and later went to New Mexico, where he operated large green houses which once were wiped out by flood and again by fire. Then he went to California where he was recognized as an expert in vineyard pruning to prevent milldew. His next move was to Tacoma.

He found upon entering park employment here that Schwagerl had caused to be shipped a great many plants that would not stand the winter and there was no greenhouse for them. Schwagerl had expected to have a greenhouse. Roberts suggested that the plants be given to the public, with the understanding that those who received them should reciprocate in some way, and thus it came about that in after years many, many Tacomans, admiring Roberts' indefatigable industry, his inspiring enthusiasm and his remarkable knowledge of plant life, gave plants rare and otherwise in great number for public beautification.

Roberts had Schwagerl's planting plan for Wright Park. He followed it in part. Day after day he camped on the ground until darkness fell and he was there at the first streak of dawn studying the problem. He had practically every hole dug before a plant was put out. He was dreaming fifty years ahead when the trees had become large. He held every plant as it was put in the earth, and each was made firm with his heel, and the spring

RUSTIC BRIDGE, POINT DEFIANCE PARK

This bridge is 250 feet in length, 3,500 logs were required in construction, and its builder was George Austin

of '91 saw the planting completed. Schwagerl did a monumental piece of landscaping, and Roberts did a monumental piece of planting. Each deserves, and each some day, should have, in lovely Wright Park, a tablet to his memory.

Mayor Rice was deeply interested in parks. He kept in close touch with the board, and knew what was going on, and to him Tacoma owes a debt of gratitude for his careful work. The first appropriation the council made for park purposes was $1,000, a puny sum indeed, with which to approach a need so imperative, for not only must the city save Wright Park, but Point Defiance as well. Henry Bucey had just returned from California where he saw beautiful parks and he came home filled with the possibilities of Point Defiance Park, as well as with an enlarged sense of its danger from fire. Citizens subscribed $2,500 with which to begin work there, cutting trails and cleaning up. Not only was the fire menace great but thieves were active. Hundreds of cords of shingle bolts and other timber were being carried out of the park, the thefts continuing until E. R. Roberts moved there as park superintendent and summarily put an end to it by vigorous measures. Adjacent lands were being cleared of timber and brush and the workmen burned without much regard to the invaluable trees on the park property. It is remarkable that the city has been able to conserve the great firs and cedars with so little loss from fire, for until the year 1915, in spite of the constant dangers, no adequate water system was provided. Now, however, a large main, with suitable laterals and hydrants and hose, has been laid and the great park seems fairly secure from its worst enemy. This fire protection was not brought about without one of those quarrels between departments of city government, which indicate a foolish jealousy and a petulant disregard of simple justice. From the day the parks were removed from the dominion of Municipal politics and placed on a business basis, they have been the objects of attack and not infrequently have been the victims of malice from other departments of the city government.

Clinton P. Ferry, "the Duke of Tacoma," had recently returned from Paris, where he had gathered many curios, most of which found their way in 1890 into the beginning of the

museum, which his industry and enthusiasm founded, and which in 1893 was formally organized. He was much interested in Tacoma's park building and while in Europe he bought several pieces of statuary which arrived in the spring of '91. Two large lions, two dancing maidens and other pieces were intended for Wright Park and they still are in place there. The maidens originally stood close to the north driveway entrance, but they were moved southward a few feet about eight years ago in order to make room for two plaster sphinxes which Edward J. Bowes, of the Narrows Land Company, desired to present to the city. These figures were heroic in dimensions but frail in construction. In a short time they began to crumble, and were torn away. Bowes was then becoming more deeply interested in the drama than in sculpture and he never replaced the sphinxes. Soon afterward he married Margaret Illington, a well-known actress, quit the real estate business and became her manager. A monument bearing his name that did not crumble and which will stand for many a day as a fine example of architecture, is the Bowes Building, on the southwest corner of D and Ninth streets.

Ferry laid out an addition on the South Side and provided a park which bears his name and this he also supplied with statuary. He also provided a little park completely surrounded by lots and with no thoroughfare to it. It was intended as a playground and recreation spot for children whose parents lived in the houses surrounding it. Recently an attempt was made to persuade the park board to improve this enclosure, but the board quite properly declined because the spot cannot be opened to the public. While the plot belongs to the city it is likely to remain a "No Man's Land" for many a day.

C. P. FERRY
Known for years as the "Duke of Tacoma." He claimed the honor of giving Tacoma its name

CHAPTER LI

1890—A DRASTIC PLATFORM—CHARTER COMMISSION ORGANIZED—A $14,000 ORDER FROM BLAINE—GARRETSON, WOODRUFF, PRATT & COMPANY SHIP TWO TRAINLOADS OF GOODS—ELKS' LODGE ORGANIZED—NEW FACTORIES—GOLD MINING ON SCHOOL SECTION—ATTACK ON TIDELAND TITLES—FIRE DANGERS AND WATER PROBLEMS.

A citizens' mass meeting June 7, 1890, adopted resolutions which may be regarded as forerunners of the populist excitement that reached its zenith in after years, though one of the meeting's main purposes was merely to register its disgust and scorn of the conduct of the public utilities companies. The resolutions follow:

"Reduction of the hours of labor in proportion to the progress of production.

"The city to obtain possession of the local railroads, water works, gas works, ferries, electric plants and all industries requiring municipal franchises.

"The public lands to be declared inalienable. Revocation of all land grants to corporations or individuals, the conditions of which have not been complied with.

"Repeal of all pauper, tramp and sumptuary laws. Unabridged right of combination.

"Official statistics concerning the condition of labor. Prohibition of the employment of children of school age and the employment of female labor in occupations detrimental to health and morals. Abolition of the contract labor system.

"All wages to be paid weekly and the equalization of women's wages with those of men where equal service is performed.

"Laws for the protection of life, and limit in all occupations and an efficient employe liability law.

"The people to have the right to propose laws and to vote upon all measures of importance according to the republican principle.

"All public officers to be subject to recall by their respective constituents.

"All citizens to be eligible to hold public office.

"Administration of justice to be free of charge."

This then drastic platform was offered by Charles Drees and it was adopted by a vote of 25 to 3. The meeting nominated for the charter convention: Dolph B. Hannah, W. H. Harris, F. W. Sullivan, Thomas McVeigh, John W. Clark, Thomas Carroll, Judge Town, J. C. Weatherred, E. G. Barker, W. H. Snell, F. F. Hopkins, E. W. Taylor, Colonel Steele, F. Walland and W. P. Watson.

The charter commission election took place June 10. The fifteen men chosen and their votes were: Thomas Carroll, 926; J. M. Steele, 922; J. C. Weatherred, 913; W. H. Snell, 911; W. C. Sharpstein, 703; F. T. Olds, 700; Louis D. Campbell, 697; J. D. Caughran, 697; Theodore Huggins, 694; George O. Kelly, 691; William J. Meade, 690; M. M. Taylor, 686; J. H. Thompson, 682; C. A. Hasbrouck, 671; H. O. Geiger, 651. It was a victory for the Council ticket over that of the Citizens, which was said to be the trade union ticket. The platform adopted by the Citizens was no doubt a disadvantage to the ticket as in many ways it had overreached the authority given to municipal bodies and had favored measures which could be enacted only by the state and Federal governments.

The commission met June 17 and organized with J. H. Houghton, chairman; W. C. Sharpstein, secretary, A. R. Heilig, clerk and stenographer, and the following committees: executive and legal, Carroll, Snell and Sharpstein; legislative, Steele, Geiger and Weatherred; revenue and finance, Taylor, Meade and Hasbrouck; health, fire and police, Huggins, Campbell and Steele; public work and commerce, Kelly, Caughran and Olds; judiciary, Campbell, Sharpstein, Carroll, Snell and Meade.

The British bark Earl of Derby arrived in Tacoma May 7 to load the first cargo of flour to leave the Puget Sound Flouring

Mills. It consisted of 32,000 one-hundred pound sacks, worth $72,000, and was taken to China.

Garretson, Woodruff, Pratt & Company shipped by chartered steamer May 29 the largest single order of merchandise ever sold on the coast up to that date. The goods had been sold by G. V. Hammond, traveling salesman for the firm, to Cain Brothers, of Blaine, and consisted of 43 cases of miscellaneous merchandise, 29 rolls of carpet and 30 bundles of blankets, oilcloth, etc. It had a value of $14,000. Blaine, at that time was in the happy enjoyment of one of the wildest booms that ever enlivened a western town. Cain Brothers, homesteaders on the townsite, built a 50x100, three-story building —now used as a lodging house—bought a large stock of merchandise in Tacoma and New York, brought experienced and high salaried clerks from eastern cities, opened the store with a big celebration and—went bankrupt a few months later when the bubble burst.

Garretson, Woodruff, Pratt & Company had organized about two years before. William C. Garretson, a New York merchant, was the head of the concern and his brother, Col. Hiram F. Garretson, the attorney, was "the company." W. H. Woodruff and Leroy Pratt were the others interested. Woodruff had come to Tacoma on a visit and Hiram F. Garretson met him at the Tacoma Hotel, then the business community's daily foregathering place, the source of many a big business deal and political movement. Garretson invited Woodruff to his home at 16 North E Street, and there on the porch, and in a very short time, Garretson persuaded Woodruff to enter the mercantile venture. The concern's first shipment from the H. B. Claflin Company in New York filled two freight trains and they came across the continent with muslin banners proclaiming the fame of Tacoma and the consignees. It gave Tacoma considerable note. The company took the south half of the Union Block, southeast corner of 13th Street and Pacific Avenue, which had been built by M. J. Cogswell and John S. Baker. The corner was occupied by R. D. McDonald, the shoe dealer, who had opened there in April, 1889, and who in his many years of residence in Tacoma has functioned in many ways to his city's advantage.

The Garretson concern built the large structure on the northwest corner of Pacific Avenue and 19th Street. This building and that occupied by the West Coast Grocery Company have floors of a construction not often adopted. Instead of placing the joists on edge, they are laid flat, close together and joined in their grooved edges by splines. Joshua Peirce provided the money for both of these buildings and advised the construction described. When he was building factories in the Philadelphia neighborhood some years before an insurance inspector came along and ordered him not to set the joists on edge and to use the groove-and-spline method, and Peirce, much interested, accompanied him all the way to Vermont where the system was in use. Peirce thereafter followed the method in all his building.

Garretson, Woodruff, Pratt & Company did a very large business, but were forced to the wall by the national depression, and the Claflin Company took over the business and out of the wreck rose the People's Store Company, now ably managed by Charles L. Hufford and H. C. Watkins.

Tacoma Lodge of the Independent Order of B'nai B'rith was instituted on the evening of June 22 by the officers of the district grand lodge with the following officers: H. Berliner, monitor; D. P. Lewis, president; D. Germanus, vice-president; I. Magnus, secretary; D. Lewin, treasurer; M. Ball, assistant monitor; W. H. Zelinsky, warden; W. Mambach, guardian; M. Cohen, S. Jacobs and M. Broh, trustees.

A month later, another valuable addition was made to the lodge life of the community, when Tacoma Lodge 174, Benevolent and Protective Order of Elks, was organized. This was on the evening of July 21, 1890, District Deputy C. W. Nevins, assisted by J. H. Banfield, exalted ruler of Golden Gate Lodge No. 3, of San Francisco, directed the work. The organization was perfected at a meeting in the Tacoma Theatre, after which a banquet was served at the Cafe Metropole. The charter list: Jno. P. Chapman, A. L. Bird, Fred T. Taylor, H. M. Lillis, W. H. Reid, H. K. Moore, Ira H. Chapman, E. B. Muffley, F. H. Chandler, J. T. Hickey, J. T. Beardsley, H. C. Smith, C. E. Claypool, Mark L. Wilson, J. W. Hanna, Geo. W. Balch;

CITY BUILDERS OF THE EARLY '90s
(From a print of that time)

By affiliation, D. K. Derrickson, C. C. Carrothers, A. E. Grafton.

The officers were W. H. Reid, exalted ruler; D. K. Derrickson, esteemed leading knight; C. C. Carrothers, esteemed leading knight; Charles E. Claypool, esteemed lecturing knight; F. H. Chandler, secretary; John P. Chapman, treasurer; and E. B. Muffley, tyler. The new lodge was the sixth of the order organized on the Pacific Coast. The exalted rulers since that time have been: H. K. Moore, Mark L. Wilson, D. K. Derrickson, Thomas Hickey, D. L. Demorest, L. G. Jackson, Peter Daly, M. Willis Lawrence, S. J. Sedgwick, W. L. McDonald, C. O. Bates, John B. Fletcher, O. F. Cosper, J. S. Simpson, Fred H. Marvin, Francis Atwell, George G. Williamson, J. H. Carter, A. R. Magill, R. E. Evans, George J. McCarthy, James N. Neil, F. B. Leslie.

No Christmas has passed without witnessing a generous giving by this lodge to carry joy to the children of the poor. In every campaign that charity commands these lodgemen are at the front. In 1901 the Elks conducted a notable carnival in Tacoma, with Miss Edith Rowe as queen. They have participated in all public events. They now are housed in one of the noblest lodge homes in the country, at Broadway and South Seventh streets. They paid $30,000 for the site and $160,000 for their building.

The membership is —— and includes most of the leading business and professional men.

The Washington Parlor Match Company, organized by I. B. Whipple and N. H. Whitaker, had begun operations in March, 1890, employing four men and six girls at its plant in the gulch below Twenty-sixth Street, and was turning out fifty gross of 14,400 matches to the gross. All the machinery and equipment of the plant were made in Tacoma. Whitaker, the manager, had been thirty-two years in the match-making business, the greater part of the time with the Diamond Match Company, and the "Silent Parlor Match" which the firm was manufacturing, was said to be the only one of its kind in the world. This concern afterward was assimilated by the match trust.

The Keystone Foundry and Machine Company, Twenty-

sixth and East G Street was employing twenty-two men and it had just produced five Roberts & Haines tracklaying machines and had several more under way; the fittings for the new Nichols & Crothers sash factory and the structural iron for the National Bank of Commerce and Dougan buildings. The Tacoma Broom Company factory on East Twenty-sixth street was making thirty dozen brooms a day. The Tacoma Furniture factory at East H and Twenty-fifth streets employed thirty men and was making large quantities of furniture, principally of soft woods, but hard wood products, were made on orders.

Two land cases of interest to the community came before the authorities in the summer of 1890, one involving the School Section 16 and the other the tidelands.

John C. McBride and others filed mining claims and attempted to obtain title to the school section. The attempt was branded fraudulent though it was admitted that gold could be panned from the dirt of the section in minute quantities. The estimated value of the 640 acres was $50,000. The county commissioners sent a surveying crew under an armed guard and said they proposed to plat the land into lots and sell it.

The "miners" took the case into the courts, and it was tried in Tacoma and later was carried to the land office in Seattle where it was decided that McBride and his fellow argonauts were not entitled to Section 16 as mining land. The newspapers made it hot for McBride expressing regret that he called Tacoma his home and that his attempt to procure state school land by such a pretext likely would go unpunished.

McBride's litigation cost the county about five thousand dollars. In order to fully determine the question whether gold existed, the county commissioners employed miners who sank a 4x6 shaft to the bottom of the glacial drift, about eighty feet, at a cost of more than eight hundred dollars. More than two thousand "colors" were found in the earth and gravel, but the total value was only about 12½ cents.

Mann, Joel & Manning's attack on the tideland titles came before the court in the form of an application for an order restraining the Tacoma Land Company from continuing the improvement to the tidelands. The plaintiffs claimed title to

the lands under their filing of Valentine script thereon. Judge Hanford, of the Federal Court, decided that the script could be used in obtaining title only to such lands as had been surveyed, that the filings were illegal because they had been made upon unsurveyed tideflats which were, in fact, not recognized by the government as lands but were shown on the official maps to be water. The case had been in the courts for some time and may be said to have had its roots in a grant made by Congress at the close of the Mexican war. Valentine, who in that war, had rendered the government certain services, was given a land grant in California. For some reason or other he did not receive the lands so granted and later on Congress voted to him script, good for filing on any surveyed public land. Mann later bought the interests of his partners and sought to prevent the land company from dredging the channel of the Puyallup River across the property claimed by him, with the foregoing result.

Manager Bates, of the Bowers Dredging Company, in charge of the work on the tideflats, said that his company during the year that it had been operating, had moved more than seven hundred and fifty thousand cubic yards of earth from the channels and deposited it behind the bulkheads of piling, brush and stone.

The summer of '90 reemphasized the fire danger in wooden sidewalks. Many fires were started on the planking by cigar stumps. In August, the council passed an ordinance requiring new sidewalks to be made of fire proof material, but the last of the wooden walks in the district prescribed are not gone to this day. The annual summer fight on the water company was opened August 9 by Councilman Smalley, who introduced a resolution accusing the company of failure to provide good water, with charging exorbitant rates, insolence to patrons: and the resolutions demanded that the city proceed to obtain a supply of good water to be sold at cost. Smalley found a supporter in Councilman Manning and the resolution was adopted unanimously. The history of the city hall, like the thoroughfares of Tophet, is full of good resolutions.

CHAPTER LII

1890—FIRST LABOR DAY CELEBRATION—FORMATION OF TACOMA TRADES COUNCIL—BEGINS "TRADE-AT-HOME" CAMPAIGN—OPPOSITION TO NEW FIRE STATION—FOSTOFFICE ENTERS FIRST CLASS—WHEELER-OSGOOD PLANT ESTABLISHED—RIPLEY'S WORK IN THE EAST—BANKS ACTIVE—GROCERS ORGANIZE—MISS FULLER CLIMBS MOUNT TACOMA—CHURCH CORNERSTONE LAID—YACHT CLUBHOUSE OPENED.

September of 1890 witnessed the first Labor Day celebration in Tacoma. Its success was due to the Tacoma Trades Council organized in the April before. The trades council, which later became the Tacoma Central Labor Union, grew out of an attempt to build a Labor Temple—a project which has been revived many times since. February 4, 1890, several unionists met in the Knights of Labor Hall, one of the old frame buildings recently torn down just north of the Berlin Building. Among them were Charles Dreese, T. F. Burns, Richard Cobb, Frank Smalley, F. Wolland, J. A. Wolfe, Nellis, E. A. Fisscher, J. W. Fife, Frank Castle and G. L. McMurphy. The city and the chamber of commerce were just then exchanging building sites and the opinion of some of the unionists was that the city was giving away a valuable property. They reasoned that if the city gave a site to the business men it also should give a site to the laboring men, and the sentiment of the conference was that Labor would ask for a city building at the foot of Twelfth Street which had been used by the police and fire departments, and which now is a blacksmith shop. The question of where the title should rest led to the formation of the Tacoma Trades Council. Into this body were drawn the knights of labor, cigar makers, bricklayers, carpenters, stone cutters, iron moulders, tinners

and longshoremen. Charles Dreese was made president, and G. L. McMurphy, secretary. The tailors came in at the second meeting and the printers in about a year. The stone cutters and bricklayers withdrew for a time. The socialist labor party and the National Club, also a socialist party, for a time had delegates in the council, but later were restricted for political reasons.

At its third meeting the council discussed the purchase of the water and light plant. It urged wooden block pavement and pressed upon the city the need of eliminating the contract system on public work. It early began its "Trade at Home" campaign, and in the fall of 1892 it sent out invitations for a meeting in Olympia, out of which grew the State Federation of Labor, in February, 1893. For the first year of its organization the Tacoma Trades Council had no president. A presiding officer was chosen for each meeting. No man could serve twice in succession. Theoretically the plan seemed good. But it failed and permanent officers were chosen.

Among those active in the early days are A. S. Drummond and Alex Coutts, now successful tailors; Robt. Turnbull, of the longshoremen; T. F. Burns, W. H. Fehse, and Ben Haverkamp of the cigar makers. J. A. Wolfe, John Hartman and Ernest Lister were delegates from the iron molders. Hartman served several years as a member of the city council and one term as sheriff, and is now one of the owners and managers of the Atlas Foundry Company, and he has contributed to the Commercial and Rotary clubs much time and many ideas that have helped Tacoma. Ernest Lister, who served the trades council as secretary and treasurer, is now governor of the state. F. C. Clarke and Chas. Lillywhite of the painters' union are still active. Another prominent union worker of the early days was W. A. Ryan, of the typographical union, who now holds a responsible position in the reclamation service under Secretary Lane, of the interior department. G. L. McMurphy, first secretary of the trades council who continued to serve in that capacity till shortly before it ceased active operations in 1895, is still active in the carpenters' union, and has been active in the building trades council.

When the trades council became quiescent in 1895 there was $100 or more in the hands of Treas. A. S. Drummond. When

the council was resuscitated in the fall of 1899, this money was ready for use. Under the leadership of F. C. Clarke, T. V. Copeland, Julius Rammelsburg, Geo. V. Hill, James Menzies, John Hartman and others the trades council resumed active operations.

The council had decided to build a fire station just north of the Tacoma Hotel. The hotel company sought to restrain this on the ground that horses and clanging bells would disturb its guests and generally damage its property, but it lost its case in the courts, and September 9, 1890, Engine Company No. 1 moved to the new location from its old location at Ninth and C streets, where some years before after much controversy a hose house had been built. This old house was torn away to make room for the new city hall. The removal to A and Ninth was to temporary quarters, and it was not until September 23d that James H. Berry was awarded the contract to build the substantial brick engine house that still is in use. The contract price was $24,380.

The Tacoma school districts were consolidated August 5th, and the new board elected Henry Drum, president; Thomas R. Brown, vice president, and C. W. Mock, secretary.

The Tacoma postoffice entered the first class on the summer of '90 and the postmaster's salary was increased from $2,800 to $3,100 a year. During the year the increase in business had amounted to 75 per cent, which was 5 per cent greater than that of Seattle and was said to have been the largest ever recorded anywhere.

The plant of the Wheeler-Osgood Company, which had begun operations in the autumn of '89 was, in the summer of 1890 running at top output, employing 150 men, and just then was turning out a large amount of finishing material for the stations on the Spokane & Northern Railroad. This plant had been established to do a local business by Messrs. W. C. Wheeler, a Civil war veteran, and George Osgood, who had made money in the dry-goods business in Des Moines, Iowa. Wheeler had had experience in the lumber business. When the depression deprived the plant of its local business it was confronted with the task of creating a new field. Thomas E. Ripley, who joined the concern about two years after it opened, was sent to Boston, where he

worked for about ten years, until 1902, establishing new markets for Tacoma-made sash and doors and interior finishing. His achievements in those ten years were of vital importance not only to his plant, but to the city, and he won the hearty recognition of business men and salesmen everywhere who knew what he had accomplished. His first sale of house finishing was in Portland, Maine—a curious fact, as the first cargo of house-building material shipped to Puget Sound came from Portland, Maine. This was the shipment made by Lafayette Balch to Steilacoom in the early '50s. Mr. Wheeler remains in active direction of his large plant, though he has found time to travel abroad and to devote much attention to church and other affairs, and he has able aides in Vice President and General Manager Ripley, in Secretary W. C. Wheeler, Jr., and in Treasurer Ralph W. Clarke, who eighteen years ago began working for the firm as an office boy. Clarke is a son of D. D. Clarke, an able engineer connected with the city's early history. The Wheeler-Osgood plant has run practically without cessation from the day its first wheel turned and it has been a bulwark to the merchants of Tacoma. Its only shut-down, excepting for a day or so at a time for repairs, was when the great plant burned in the fall of 1902. But new and better factories soon rose from the ashes. The concern now gives steady employment to about five hundred men.

The banks were busy and new institutions were being established. The Puget Sound Savings Bank was ready to open its new rooms at 2422 Pacific Avenue. J. B. Sutton was president; D. S. Garlick, cashier; George Tibbets, assistant cashier. The capital was $50,000. All of these men were newcomers, and had fitted up a very neat banking office. E. N. Ouimette bought the Merchants' National Bank property on the northwest corner of Pacific Avenue and Eleventh Street for $50,000. Three years before he had sold the property, a twenty-five-foot lot, to the bank for $16,000. The bank was erecting a new building on the opposite corner.

In July the Traders' Bank voted to increase its capital from $100,000 to $500,000. The bank was two years old and had started with a capital of $50,000. August 3d the Western Trust Company opened a banking house with W. R. Andrus, formerly

of Cheney, president. Associated with him were John B. Reed, of Philadelphia, and S. Ryder, of New York. Bank clearances for the week ending July 26th amounted to $892,903.98; the sum was $348,437.18 for the same week in 1889.

Twenty-five of the leading grocers organized, June 4th, a grocers' association, with B. F. Jossey, president; A. S. Kirkpatrick, secretary; A. H. Healey, treasurer; C. N. Hale, first vice president; C. Ebert, second vice president; and G. B. Monty, third vice president. The ambition of this body was to defeat dead beats. Almost simultaneously the Jobbers' Protective Association was organized, with LeRoy Pratt, president; Charles E. Hale, vice president, and S. G. Crandell, treasurer. Its objects were "to prevent settlement of insolvent debtors without the fullest investigation; to resist all inequitable and fraudulent settlements, and to bring about joint action in the collection of debts other than in ordinary course of business." There was need of these protective bodies. The period of inflation had brought to the northwest a great number of adventurers.

Early on June 14th the Tacoma Cracker Company's factory at 938 C Street, and an adjoining lodging house, were destroyed by fire. Before the flames were under control, the company had arranged to use the idle factory of Sutcliff & Sawyer, at 2137 Jefferson Avenue. Fires were lighted beneath the boilers and that evening the company was ready to supply its patrons with 5,000 loaves of bread. The company employed forty persons. A few days later C. M. Johnson's sash factory burned, with a loss of $60,000. Fire Chief Lillis had just been provided with a horse and wagon by the council, and was enabled to reach fires more quickly. Up to this time the fire chief had commandeered any vehicle that was handy and if none was handy he ran.

Tacoma architects organized July 15 a chapter of the American Institute of Architects, with G. W. Bullard, president; A. L. Smith, vice president; S. A. Cook, secretary; William Farrel, treasurer, and H. S. Kissam, J. S. Saunders and E. F. Ruehr, board of directors.

Miss Fay E. Fuller, daughter of Edward Fuller, proprietor of the Every Sunday of Tacoma, and herself the society editor of that publication, was the first woman to ascend Mount Tacoma.

The ascent was made on the afternoon of August 9th, Miss Fuller carrying her blankets to the top of the mountain where the night was passed in the crater. She was a member of a party organized by Rev. E. C. Smith, of Seattle, and Len Longmire was the guide. Upon the return of the party Miss Fuller wrote Tacoma friends that she was "perfectly satisfied, but oh, it was hard work!"

August 16 C. P. Culver received a full set of meteorological instruments which he placed on the top of the Gross Building. The station was in telegraphic communication with San Francisco and sent and received weather reports.

The corner stone of the Second Presbyterian Church, North J and Ninth streets, was laid August 22, by H. O. Ball. Revs. J. Osmond, Pastor MacGuire, Thomas Sims, Thomas A. Wilson and B. S. McLafferty conducted the services before a large audience, but a much larger crowd gathered at the baseball park the same day to see Hagal make a balloon ascension and parachute drop. The balloon, which was a small one filled with hot air, rose some eight hundred feet and drifted towards the bay. Hagal came to the ground near Tacoma Avenue. This was the first balloon ascension at Tacoma.

The following Saturday the Tacoma Yacht Club opened its new club house on Maury Island. The house cost about three thousand five hundred and fifty dollars, and more than one thousand dollars was spent in improving the grounds and dock. The club's fleet consisted of the Escort, Daisy, Ariel, Lillian, McLaren, Oak and other boats. It had fifty-four members.

CHAPTER LIII

1890—FIGHT BETWEEN CAR COMPANIES OVER STREET—CABLE LINE CONTRACT LET—BILL NYE ORDERED INTO COURT—GRANDILOQUENT NISQUALLY CITY—LARGE REAL ESTATE DEALS—DAUNTLESS LODGE, K. OF P., ORGANIZED—NEW CHARTER OPPOSED BY LABOR—KANDLE DEFEATS RICE FOR MAYOR—KANDLE'S APPOINTMENTS—HAYDEN RESIGNS FROM COUNCIL—FORBES REFUSES TO SURRENDER OFFICE.

Late in August, 1890, the Central Street Railway Company distributed rails and ties along Sixth Street from K Street to Division Avenue and prepared to lay a single track. The Tacoma Railway & Motor Company also had a franchise over the street and September 1st put 200 men at work laying a double track. Under cover of darkness Geiger & Zabriske, contractors for the Central people, gathered a small force of laborers and began laying track in the center of the street from both ends of the line. The rival company tore up the track early the next morning. Then both sides hurried to court for injunctions.

The Central people beat their rivals to the courthouse and procured the first injunction, and proceeded with track-laying when the workmen of the motor company interfered and another race was made to the court, warrants were sworn out and arrests were made. Officers informed the rival camps that work must stop until the court could reach a decision. A squad of police went on guard and both sides rested on their arms. When the case came to issue in court the Central Company retired and the Motor Company continued the work.

The contract for the double-track cable road on Thirteenth Street was awarded September 5th to E. Saxton, of San Francisco. September 13th a petition to the council from property

owners along A, Eleventh and K streets asked that the Tacoma Railway & Motor Company be permitted to build a belt line road from the power house on A Street northward to Eleventh, up Eleventh to K, southward on K to Thirteenth and down Thirteenth to the power house, the loop line to be a single track instead of double tracks as the franchise specified. The petition was granted, and the work thus was carried out.

It was considered discourteous and disloyal to the community in that day to permit a distinguished stranger to depart without taking him out to look at real estate additions, which stretched from the reservation to the setting sun, with an elastic and far-reaching southern boundary which just at this time had reached Nisqually City, where Du Pont now lies and which, at that early day, was being pictured by its ambitious owners as a great city in process of birth. Bill Nye lectured in the Tacoma Theater March 29, and the next morning, which was Sunday, F. F. Lacey took him for a drive into one of the new residence additions.

The recently graded street was muddy. Along it ran a new twelve-foot board sidewalk and Lacey, with much to show to Bill, and needing time, essayed to hasten the journey by driving upon it. They were rattling along the walk right merrily, much to Nye's delight, when a mounted policeman came in hot pursuit and ordered them to appear in court the next day. Lacey appealed to the chief of police and both he and Nye escaped trial. While playing at the Tacoma early in March, Emma Juch invested $1,000 in Tacoma real estate under the direction of Manager Hanna of the theater. She gave Hanna discretion to sell and April 16 he sent her a check for $2,000.

The Nisqually City enterprise, quite grotesque in its massiveness, was the child of the Nisqually City Land, Railway & Navigation Company, capital $1,000,000, and its full page advertisements showed the Northern Pacific and Union Pacific railway terminals there, with trains on the tracks, smelters, lumber mills and metropolitan buildings, and fleets of vessels on the Sound. The company in 1890 sold in one day 200 lots at $15 for residence lots, and $50 for the best business locations, with free lots to those who would build at once. The longevity of fir, even when ex-

posed to the weather, is demonstrated by the fact that very recently a Tacoman picked up on the site of Nisqually City a corner stake which once had served the town boomers, and it was in a fair state of preservation. The "city" melted into oblivion with the depression of the middle '90s, but those who bought there at least retained the memories of a lurid literature.

One of the heaviest real estate transfers of the year was made September 19th when H. C. Clements deeded 100 acres and 800 lots near the Northern Pacific car shops in South Tacoma to the Excelsior Land Company for $270,000. Real estate had been moving rapidly. Some of the larger transfers were: John E. Burns to Peter A. Jordan, lot 5 and part of lot 4, block 1907, $15,000; E. Dutcher et ux. to J. A. Parker, lots 15 and 16, block 1311, $13,000; E. A. Pritchard et al., to Standard Loan & Investment Company, lots 1, 2, and 3, block 212, $15,500; L. W. Gammon to Allen C. Mason, lots 7 to 10, block 1001, $35,000; A. E. Church et ux. to James W. Reynolds, one-half of lot 6, block 1806, $7,580; Washington Building Association to L. H. Boardman, lots 5 and 6, block 407, $9,600; Washington Building Association to George H. Boardman, lot 12 and 15 feet of lot 11, block 3509, $6,600; Charles Glockler to Ellen E. Houghton et al., lot 14, block 1506, $8,500; Emma J. McManis and husband to A. Elliott, lots 4 and 5, block 913, $10,000; A. L. Runge to Tessie Runge, lots 9 and 10, block 1308, New Tacoma, $8,000; W. B. Anderson to Margaret Stockard, lot 16, block 1709, $7,000; Albert T. Collier to T. F. Hardenbergh, undivided half of lots 5 and 6, block 905, $13,000; James M. Dougan et ux. to James W. Reynolds et al., lot 4, block 1003, $51,000; James W. Reynolds to J. M. Dougan, lots 8 and 2, block 1806, $26,000; John P. Hovey to J. H. Lotz, lot 6, block 1511, $7,000; W. J. Thompson et ux., to John S. Baker, lots 2 and 3, block 1104, $60,000; J. C. Hewitt to W. B. Blackwell, lot corner South Fifth and D streets, $16,000; Peter Leclair to John W. Morrison, lot 10, block 2305, $12,000; Tacoma Land Company to John G. Campbell, lots 11 and 12, block 1904, Tacoma Land Company fourth addition, $15,000; Annie E. Church to James Dougan, lot 7, block 1806, $13,000; Tacoma Opera House Company to Tacoma Theatre Company, lots 1, 2, 3, 4, 5, and 6, block 906, $200,000; Willard N.

Pratt to Thompson-Pratt Grocery Company, lot on A and South Fourteenth streets, $62,000; Celia R. Woodruff to Myron Ward, lots 13 and 14, block 5, $19,777; L. E. Sampson to Frank Dreyer, lots 1 and 2, block 1316, $8,000; A. J. Littlejohn to Amos Tullis, lot 13, block 1304, $22,000.

Dauntless Lodge No. 159, Knights of Pythias was organized August 23 by Past Grand Chancellor Forbes for the District of Washington. It was the fourth K. of P. lodge organized in the city, and its officers were E. A. Jasson, C. C.; J. A. Healey, V. C.; A. F. Beuker, Prelate; C. G. Lawrence, M. A.; Phillip Meagher, K. S.; F. G. Butger, M. F.; and A. W. Woodward, M. E. The Royal Arcanum organized a lodge in September, with W. E. Harworth as regent; U. G. Wynkoop, vice regent; William B. Coffee, orator; B. F. Jossey, past regent; E. C. Hall, secretary; C. J. Lung, collector; A. F. Eastman, treasurer; J. W. Watkins, chaplain, John R. Fusselman, guide; A. H. Healy, warden. Shortly before this thirty Tacoma Englishmen met in Foresters' hall and organized Rainier Lodge, Sons of St. George, with R. Cochrane as chairman. Another event of importance to lodge men was the laying of the corner stone of the Danish Brotherhood Building at East D and Twenty-sixth streets. The brotherhood numbered sixty-five members. The building, 50 by 90 feet, and of three stories, cost about thirty-five thousand dollars.

The steamer Alice Blanchard was launched from the St. Paul & Tacoma Lumber Company ways at 3:45 P. M. September 27th. Her keel had been laid in April. She was 150 feet in length, 28 feet beam, and 11½ feet deep. She had a registered tonnage of 750 and was intended for Puget Sound trade. Capt. Gage Wheeler became her first master. The Tacoma Mill Company had sawed the keelson for the steamer. It was 135 feet in length, 24 inches wide and 18 inches thick.

The following month the St. Paul & Tacoma Lumber Company shipped what was said to have been the largest single order of lumber ever made from the state. It consisted of between one hundred and seventy-five thousand and two hundred thousand feet of bridge timbers, and went to the Hamilton Bridge Company of Keokuk, Iowa, on twenty-two cars.

In the latter part of October, 1890, Sampson & Stevens shipped what was reported to have been the first carload of Puget Sound apples sent out of the state. They were grown on San Juan Island and were shipped to Billings, Mont. Several other large shipments followed.

The charter commission had completed its work and had drafted what its members believed was a document well suited to the rapidly growing city, but it met the opposition of those who favored a truly popular government. The Tacoma Trades Council October 11th adopted resolutions urging workingmen to oppose the adoption of the charter asserting that it centralized too much power in the mayor, and would not insure a government of, by, and for, the people. The charter enabled the mayor to appoint about two-thirds of the municipal officers, it was charged. The salaries of the appointive officers were said to be too high while those of the councilmen were too low, thus preventing the election of laboring men to the council by making it impossible for them to fulfil the duties at the salaries paid. The workingmen also opposed street improvements by contract and favored doing the work by day labor.

The charter changed the date of election from May to October and Mayor Stuart Rice's term was cut short, for at the election October 16, the charter carried by a vote of 2,723 to 726, and George B. Kandle was elected to succeed Rice. The republicans elected every one of their nominees. The vote is shown: Mayor, George B. Kandle, 2,677; Stuart Rice, 1,895; Comptroller, J. H. Houghton, 2,545; Samuel C. Slaughter, 2,090; Treasurer, George W. Boggs, 2,543; Grattan H. Wheeler, 2,116. Police Judge, Emmett N. Parker, 2,733; George W. VanFossen, 1,878. City Physician, Dr. F. L. Goddard, 2,658; Dr. Charles McCutchen, 1,924. Councilmen—First Ward, Ed. S. Orr, 255; Howard Carr, 285; Frank A. Smalley, 180; Frank P. McLaughlin, 170. Second Ward, O. B. Hayden, 977; M. S. Hill, 843; Alexander Parker, 576; W. F. Snyder, 492. Third Ward, H. H. Warner, 799; R. J. Meath, 791; Conrad L. Hoska, 660; Frank Castle, 603. Fourth Ward, C. M. Johnson, 580; H. C. Berryhill, 493; B. E. Bertelson, 355; H. A. Pfeifer, 348; total vote cast, 4,968. The republicans issued a call for a big parade in celebration of

the "downfall of the democracy" and requested all paraders to bring all the noise making instruments they could find; also large supplies of rice pudding.

The campaign had been somewhat vigorously conducted. Mayor Rice was accused of being too friendly to the land company and the railroad because he previously had been employed by them, but the main issue was the everlasting tariff! Judge Calkins was a candidate for the United States Senate and his backers did not want to convey his boom before the Legislature under the incubus of having it said that Tacoma was a democratic city. And so both sides went at it hammer and tongs with "turn the rascals out" as one of the slogans for the "outs." Rice had made a good mayor and had started several movements of municipal value, but in that day a party victory often was more important than any other consideration. Rice was, however, succeeded in the mayor's chair by a loyal citizen of sound intelligence in Kandle. As the political student compares the old-fashioned party elections with the modern, with its various appurtenances aimed at assisting the voter in saving himself from himself, the question quite naturally rises whether the old system did not bring out stronger candidates than now are brought out. But idealists have faith that the new regime, after its newness has worn away, will no longer repel the city's strong men from a desire for public honor and public service.

At noon November 4th the council turned the city government over to its successors, and M. S. Hill was elected president. Four days later Mayor Kandle presented the following appointments, all of which were confirmed, the councilmen and citizens complimenting the mayor on his selections: Health Officer, Dr. H. P. Tuttle; Police Chief, W. F. Zwickey; Fire Chief, H. M. Lillis; Board of Public Works, Byron Barlow, J. P. Hodgins and Colin McIntosh; Board of Park Commissioners, George Brown, I. M. Anderson, F. I. Mead, Henry Drum, James M. Steele; Harbor Master, G. T. Linquist; Fred T. Taylor was elected city comptroller, J. H. Houghton having refused to qualify. Steele declined to serve and A. N. Fitch was given his place on the park board. The new charter gave the council power to fix salaries, a task which it undertook on such metropolitan heights, that it

had to make reductions only a few days after its first attempt, and pass a new ordinance which allowed councilmen, $300 each; mayor, $3,000; clerk, $1,800; assistant clerk, $1,000; comptroller, $2,400; treasurer, $3,600; attorney, $2,500; assistant attorney, $1,000; police judge, $2,000; clerk of the police court, $1,000; each member of the board of public works, $2,400; city physician, $1,800; fire chief, $1,800; chief of police, $1,800; harbor master, $1,000; port warden, $300; health officer, $1,200.

Mayor Kandle appointed W. F. Zwickey chief of police and S. C. Milligan city attorney. The W. C. T. U. asked the council to close the saloons on Sundays. The Ministerial Alliance made a similar petition and a citizens' committee followed with a widely signed petition to the same end. The council seemed to be deaf.

Chief Zwickey immediately discharged fifteen policemen to make places for republicans and Chief Lillis made similar changes on the fire department.

The council's first essay at public improvements was to order plank pavements on Ninth, Tenth, Eleventh, Twelfth, Thirteenth, Fourteenth and Fifteenth streets between A and Pacific Avenue.

The city lost the services of an able man of integrity and geniality when Maj. O. B. Hayden resigned from the council. He found after his election that he could not give the time necessary to the work. After trying for several weeks to elect a man in Hayden's place the council appealed to the republican committeemen of the Second Ward and they selected H. C. Clement. Mayor Kandle appointed R. L. Robertson building inspector. Outgoing Inspector John Forbes assisted him in fixing up an office and then refused to relinquish his post. City Attorney Milligan, Acting Chairman McIntosh, of the board of public works, and two policemen took forcible possession of the furniture and papers, and turned them over to Robertson. Forbes alleged that his term did not expire until the end of the period for which he had been elected, which would be in the following May. The attorney replied that the new charter had vacated the office. In the following February Mayor Kandle ousted Chief of Police Zwickey, charged with drunkenness, and Capt. L. D.

Ellis was appointed. Ellis had been in the city thirteen years, two years of that time on the police force.

The republican state convention met in the Tacoma Theater September 26th with all counties, except Skamania, represented, and Colonel Haines nominated John L. Wilson to succeed himself as representative in Congress. Harmony prevailed.

CHAPTER LIV

1890—FORMATION OF LADIES' MUSICAL CLUB—UNIVERSITY GLEE CLUB—ORPHEUS CLUB—ST. CECILIA CLUB ESTABLISHED—FRANKLIN K. LANE BECOMES EDITOR OF DAILY NEWS—WINS BRIDE HERE—JOHN CONNA AND THE HAM—ACTIVITY OF THE WALLACES—ALLEN & LAMBORN'S BEGINNINGS—ATTEMPT TO CLIMB WEST SIDE OF MOUNTAIN—YOUNG MEN'S CHRISTIAN ASSOCIATION RAISES $100,000—STARTING OF MASON METHODIST EPISCOPAL CHURCH—MASON'S MUMMY—PRESIDENT HARRISON VISITS TACOMA—CLERKS FIGHT FOR EARLY CLOSING AND FAIL—CARR LOSES LAND SUIT—TRAGEDY OF CASPER WITT'S LEG—LARRY KELLY, NOTORIOUS SMUGGLER CAPTURED.

An event that has had incalculable influences for good was the formation October 16, 1890, at the home of Col. C. W. Griggs, 401 North Tacoma Avenue, of the Ladies' Musical Club, with Mrs. Frank Allyn, wife of Judge Allyn, as president; Mrs. Emily Ramsdell, vice president; Miss Heartie Griggs, now Mrs. George C. Wagner, treasurer; Mrs. Albert S. Brisbine, secretary. Mrs. Allyn had figured prominently in music ever since she had come to Tacoma from Keokuk, Iowa, in 1887, when her husband was appointed territorial judge by President Cleveland. One day Mrs. Allyn, Mrs. Brisbine and Mrs. Griggs met at the Tacoma Hotel and in the course of a conversation covering the musical condition of Tacoma resolved to form a Ladies' Musical Club and the gathering at the Griggs home was the result. It was one of the first women's musical clubs west of the Mississippi River, and probably the first one on the coast. Seattle and Bellingham women adopted the Tacoma plan when they organized in later years.

A San Francisco club was not formed for five years after the

Tacoma organization. The Tacoma Club quickly gathered more than one hundred active members and about the same number of associates. It has had its prosperous and dull seasons and many difficulties, but has maintained its integrity continuously, and in its twenty-five years of existence has been not only a patron, but a producer of good music, one of its finest achievements being its latest—an Indian musical program last April in the Tacoma Theatre under the direction of Jason Moore.

At the time of the club's organization, the musical people were especially active, as a New York woman, Miss Strauss, was putting on a Kirmess with 200 boys and girls, under the auspices of the Lend-a-Hand League for the benefit of a home for homeless women, and the fund realized $700.

The Lend-a-Hand League was incorporated and the officers and incorporators were, Mrs. E. T. Miles, president; Lottie Bennett, vice president; Maggie P. Shank, secretary; Hattie W. Barto, Emma Campbell, Florence L. Clifford, Martha P. Baker, Mary A. Cromwell, Kate A. Yeazell, Belle E. Reichenbach, Kate L. Hopkins, Mary B. Ely and A. H. W. Raynor.

The forerunner of the Orpheus Club was the University Glee Club which in 1891 began a career of pleasurable worth to Tacoma. It was composed of W. A. Bull, H. S. Griggs, T. J. Handforth, J. M. Bunn, W. A. Sternberg, F. W. Wolfe, P. W. Dakin, W. E. Bowen, J. C. Anderson, R. G. Walker, E. G. Griggs, E. I. Halstead, W. E. Simpson, G. W. White, C. S. Crowell, H. Blatchley, H. H. Joy, Ralph S. Stacy and C. B. Stackpole. Some members of this club are still singing, and several of them assisted Kieth J. Middleton when in 1903 he called a meeting of men interested in music, in St. Luke's Parish house. Among those at the meeting were T. J. Handforth, John Smith, Charles Crowell, L. R. Maybin, Louis W. Pratt, S. E. Tucker, Dr. B. S. Scott, O. C. Whitney, Dr. R. S. Williams and W. A. Bull. Many others were brought in and the first concert given was in the First Presbyterian Church, for the benefit of the family of William B. Gibbons, who was drowned when the Clallam sank in the Straits of Fuca February 3, 1904. Immediately after this the club was named "Orpheus." L. W. Pratt was the first president. The first soloists who sang with the club were

Miss Louise Dewey, now Mrs. J. Austin Wolbert, and G. Magnus Schutz. Kieth J. Middleton was made director. Pianist John J. Blackmore and Miss Clara Lewys were introduced at the second concert in 1905. May 25 and 26, the Orpheus Club, with the Arion Club, of Victoria, the St. Cecilia Club, Ladies' Musical Club, Tacoma Saengerbund, and the Tacoma Philharmonic Orchestra gave a May Festival in the Tacoma Theatre that attracted much attention. At the Northwest Music Teachers' Convention in Seattle in 1908 the Orpheus Club was the only organization given the honor of providing a full musical program. The soloists were Mrs. Grace Bradley Tallman and Dr. A. Draper Coale, tenor. In 1909 it sang with Damrosch's New York Symphony Orchestra. July 20, 1910, it gave its first Stadium concert. Among other solists of distinction who have sung or played with the club have been Miss Eunice Prosser, Charles Derbyshire, Mme. Hesse-Sprotte, Signor Risegari, John C. Monteith, Mrs. Frederick A. Rice, Fritz Kloeper, H. T. Hanlin, Lottie Ashby Othick and Mrs. Chandler Sloan. Frederic Mottet has been honorary president of the club from its beginning.

The fine reception which the public gave to the work of the Ladies' Musical Club encouraged the organization of another of equal worth, the St. Cecilia Club named after a notable New York City society. The "Saints," as they have become popularly known, was organized November 15, 1894, in the studio of Herbert Joy, by Mrs. A. D. Bull, Miss Winifred Cummings and Mrs. H. J. Manny. Mrs. Bull was made president, Mrs. J. Vincent Browne, vice president; secretary, Mrs. Manny; treasurer, Miss Flora Warden; librarian, Miss Mattie Baker (now Mrs. Arthur G. Prichard). Herbert H. Joy, who was organist at the First Congregational Church, was elected as director. June 6, 1895, the club gave its first concert in Chickering Hall. In 1899, it gave a notable concert in the Tacoma Theatre with Signor Foli, a brother of Mrs. E. A. Harger, as soloist. G. W. Morris was the second director. Mr. Joy, Miss Cummings and Mrs. Bull all died in the same year—1905. The organization began with twenty-four women in the chorus and it now has more than forty. The club has delighted thousands of persons

TACOMA CHORUS OF WOMEN

In the summer of 1915 they participated in the great Eisteddfod at the Panama-Pacific Exposition and won second prize, Chicago winning first

and it continues its good work under the direction of Mrs. B. B. Broomell, president; Mrs. T. W. Little and Mrs. Harry Micklethwaite, vice presidents; Mrs. C. P. Gammon and Mrs. Carr, secretaries; Mrs. Randall S. Williams, librarian; Mrs. Maurice Langhorne and Mrs. Charles Evans, executive committee. Its present director is Madame Hesse-Sprotte, a musician of distinguished ability.

Thomas Scantlin for some time had been interested with Richard Roediger and William McIntyre in the Evening News, but in December of 1890 he resigned his editorship and was succeeded by Franklin K. Lane, now secretary of the interior. Lane was a democrat of enthusiasm and a man of faith in the West. He put into the News' pages not only the vigor of his political beliefs but a new optimism,—and Lane was no more proud of his editorial column that he was of marching in a democratic parade and of preaching his democracy from the stump. In truth he was something of a spellbinder. He made many friends, and he won a bride here. She was Miss Annie Claire Wintermute. They were married April 12, 1893, at the home of Dr. J. S. Wintermute, by Dr. Dean Richmond Babbitt, rector of Trinity Episcopal Church.

Lane really got his start in national politics here in 1891, when he began a campaign to bring the Democratic National Convention to Tacoma. The energy with which he carried it on aroused the envy of San Francisco, which undertook to bring the Republican National Convention to that city, even offering to pay all expenses. San Francisco opened a bureau in Washington, D. C., but at that Lane procured as much advertising for Tacoma as San Francisco won. Lane, in that campaign, was thrown in contact with politicians of national note, and it was not many years before he, too, became a national figure.

Sixty colored men organized the Washington Protective League in the Sons of Veterans' Hall on Railroad Street on Christmas Day, 1890, to advance the interests of the negroes. It elected John Conna president. Conna was employed by Allen C. Mason and was well known about town. He is said to have been the originator of a retort which made the following story famous and which still is running through the press: He was

sent by Mrs. Mason to Uhlman's Market (now the Butler Hotel, A and 9th streets) after ham. Mrs. Mason was not pleased with it and returned it. The butcher undertook to convince Conna that the ham was desirable. "It's fine, and perfectly cured," he declared. "Well," replied Conna, "if it was cured it sho'ly has had a relapse."

A recapitulation for 1890 showed that in Tacoma manufacturing industries the capital employed amounted to $7,835,000; persons employed, 4,644; monthly payroll, $250,030; value of output, $9,912,000. Business blocks erected or under construction, had a frontage of 4,401 feet and a cost of $3,684,000. They ranged from one to six stories in height and cost from $1,000 to $750,000—the latter figure representing the estimated cost of the Tacoma Land Company Hotel then under construction on the present site of the Stadium High School. The real estate transfers for the year amounted to $14,720,858.57. December was largest with $2,560,306, and February the lightest with $867,-489.89.

Among the last building permits issued in 1890 was that for a $40,000 four-story brick and stone structure on lots 1, 2, 3 and 4, block 1203, at 12th and A streets, to H. C. and T. B. Wallace. Pickles & Sutton were the architects. The Wallaces were active and intelligent citizens of great worth to Tacoma. T. B. Wallace, known as Tom, died a few years ago. H. C., whom the community knows as Hugh, married the daughter of United States Chief Justice Melville Fuller, and they have spent much of their time in Washington City. Mr. Wallace has retained and increased his Tacoma interests, and he has been of much value to Tacoma not only as a builder, but in a political and diplomatic way. He has won a national position in the democratic party and repeatedly has been mentioned for cabinet and other high posts. A sister, Nettie, is the wife of John H. Williams, who came to Tacoma about ten years ago as an editorial writer for the Ledger. Quitting that post he wrote and published "The Mountain that was God," the first comprehensive work on Mount Tacoma. Later he published "The Guardians of the Columbia," and his latest and best work is a carefully annotated edition of "Canoe and Saddle," the famous story by

Theodore Winthrop, covering his northwest journey in 1852. The Wallace Building, at 12th and A streets, served as post office for a time, was the birthplace of the Evening Call and the Tacoma Tribune, and is now occupied by Fitzhenry, auctioneers, while the second floor is the printing establishment of Allen & Lamborn, and thereby hangs a tale.

Ethan Allen and Frank Lamborn grew up together in Lexington, Mo., learned the printing trade in Allen's father's office, came West in '90, worked on the Seattle papers for a while and came to Tacoma in 1891 with their savings and started a printing office on the fifth floor of the Fidelity Building before it was completed. They were the first tenants in the structure above the ground floor. Later they moved to the rear of the building on the northwest corner of 11th Street and Pacific Avenue, and, when the sheriff sold out the Houghton plant in the Wallace Block in 1897, they bought it and moved their effects in. In 1894 Allen, George L. Dickson, Oscar Nuhn and five others attempted to climb the west side of the mountain, following the trail which Van Trump and Bayley had taken in 1892 when they reached the peak from that side, and Bayley nearly lost his life in the descent by falling into a crevice. The Allen party reached an altitude of 13,000 feet and had to turn back.

In that day there was neither railroad nor decent wagon road, and a journey to the mountains was gruelling. Allen was made superintendent of the mountain park in 1912, serving three years. Lamborn was appointed state printer in 1912 and is still in that position.

January 1, 1891, the telephone company had 650 instruments, employed eleven men and ten girls, and was preparing to build a line to Portland. The gross receipts of postoffice for 1890 was $95,534.90; net receipts, $71,371.95. The office just then was out of two-cent stamps.

The Y. M. C. A. celebrated the New Year by holding a meeting in the Citizens National Bank Building, at which Secretary Meyer announced that the building fund had passed the $100,000 mark by $2,184. In July the association had begun a campaign for a new building, and success was assured. The First Norwegian Lutheran Church, on I Street between 12th and

13th, was dedicated February 8th by Reverend Tindgjerd, of Portland, assisted by the Reverends Langeland, of Utsalady; R. S. Tollefson, Port Townsend; E. C. Tollefson, Tacoma, and Amundson, of Fairhaven. Forty Tacoma musicians met February 8th and organized the Musicians' Mutual Protective Union of Tacoma. The trustees of the Public Library organized with W. J. Thompson, president; John Mayo Palmer, treasurer, and H. H. Warner, secretary. Clinton A. Snowden was requested to plan a series of lectures for the benefit of the institution, and the trustees decided to reduce the dues from $1 to 25 cents a month. A short time later, April 12th, Mason Chapel, on Proctor Street, at 32d Street, was dedicated by Rev. Dr. Samuel Moore, presiding elder, assisted by several ministers, and a debt of $1,410.30 was liquidated by the audience. This was the beginning of Mason M. E. Church which, in 1911, built a handsome church home on N. 28th Street, at a cost of $37,000. Frederick Heath was the architect. W. P. Hopping has been superintendent of the Sunday School since the church was established in March, 1891. The first minister was Rev. C. C. Fulmer, though Horace Williston, city missionary, served for some time before Fulmer was called. The church was given its name in honor of Allen C. Mason, his mother in Illinois and his sister, Mrs. Letitia Quine, who was the first medical missionary sent to China from that state. Mason gave the lots for the church which was built by Daniel P. Hopping, father of W. P., at a cost of $2,624. The Hoppings, Geo. F. Whittey, E. M. Wynkoop, Mrs. Romulus Smith and daughter Elizabeth, George Tuesley, wife and mother, and W. L. Brotherton were some of the organizers, and about two years later Edwin Gregory joined it. He and Hopping have been an irrepressible team ever since. To them is due largely the new church, which was built in the pastorates of Rev. James A. Sutton and Rev. F. L. Baldwin. The present pastor, Rev. Robert H. Reid, has attracted many to the church by his kindliness and capacity.

Allen C. Mason and his wife had just returned from a trip around the world, and July 9th a mummy which Mason had bought in Egypt arrived in Tacoma and was placed on exhibition for the benefit of the Mason Chapel. The Mason Mummy, as

it was called, came from Abydos, Egypt, was estimated to be 3,500 years old and cost about three hundred dollars laid down in Tacoma. In life his mummyship was a prophet. The mummy is now in the Ferry Museum.

The mummy's name in life was "Ankh Unnofoi" and soon after its coming a club of unmarried men took the name. Sherman Mason, Wilbur C. Raleigh, former city engineer, H. A. Armstrong and others were among the organizers, and its membership included in later years James North, the cartoonist, Werner Rupp, now publisher of the Aberdeen World, G. H. Raleigh and other well-known men in the younger set.

President Benjamin Harrison saw Tacoma in a pouring rain, May 6, 1891. C. W. Griggs was grand marshal of the sodden parade. W. H. Calkins was chairman of the reception committee and he welcomed the President at the train. Calkins and Harrison were old friends, having been neighbors in Indianapolis. Gross Bros.' store entrance was decorated and arranged for a speakers' stand. Governor Ferry, General Sprague, and President Harrison spoke very briefly. Afterward the President confided to a friend his inability to understand how people could remain in the rain to hear anybody speak. He thought somebody should send the children home, out of the wet streets. John Wanamaker and Secretary Rusk, who were in the presidential party, were introduced by Judge Allyn. Meantime Mrs. Harrison was being entertained at a reception, but she, too, was much disturbed by the "Oregon mist."

The retail clerks, who had been conducting a long campaign for 6 o'clock closing, announced their success January 3d. They had persuaded most of the dry goods and clothing establishments to adopt the new order, they said, but a week later the retail merchants met in the Tacoma Hotel and resolved to close at 8. They had become convinced that people objected to the early closing hour and so the stores were losing trade as a result. There had been a time, not very many years before, when the clerks were on duty from 7 to 10. Little by little these fatigueing hours were reduced. The contest was a long one before an agreement was made closing the stores at 6. Most of them opened at 8 in 1891. Now the hour for opening the larger stores

is 9. They have been affected by the laws governing the employment of women.

Judge Hanford, in the U. S. Circuit Court, handed down a decision in January of considerable interest. Anthony P. Carr had sued to gain title to land in the Smith & Fife Addition which he had homesteaded in 1871, but had abandoned in 1873. Robert Sproul preempted it after Carr left, the latter contesting. The land department decided in favor of Sproul and then Carr sued Fife who had bought the land of Sproul. Sproul, as described elsewhere, was hanged in British Columbia for a murder which he may not have committed.

Casper Witt was an Old Tacoma fisherman with a wooden leg. He was walking along 2d Street when his timber support collapsed, throwing its owner, a large, fleshy man, to the sidewalk. Several men went to his assistance and were horrified to see what appeared to be slivers of bone protruding through the trousers leg.

"Who shot you?" inquired an excited man.

"Shot, hell!" snapped Witt. "It's them cussed teredoes, and I might have knowed they'd get in their work on me. There's a $40 leg gone to smash."

It was even so. The rapacious teredo had ruined Old Casper's wooden limb. It was something of a mystery, until the habits of fishermen were understood. After making a haul the fishermen brought their nets to the shore where, in the shallow water, they were whipped clean. Old Casper always wore a rubber boot on his flesh and blood leg, but he had neglected the wooden member.

What was said to have been the first trial ever conducted by an Indian justice of the peace took place on the reservation in February. Nugent Kautz was the justice, with Agent Eels as coach. John Morris, another Indian, was charged with attacking an Indian girl. The justice, following the custom of his more learned white brother, took the matter under advisement. The proceedings were marked with great dignity and solemnity.

The Tacoma Theater now twinkled with electric lights and it is interesting to note that the first performance given after this important improvement was made, was the farce "Natural

WHEN PRESIDENT BENJAMIN HARRISON WAS IN TACOMA

Gas." The illumination was furnished by 450 16-candle power incandescents, the current coming from a dynamo in the basement.

Larry Kelly, a notorious smuggler, was captured in March on board a Portland bound train. Kelly and George Davis had boarded the train at Tenino, to which place it was supposed they had gone from Olympia. Special Agent of the Treasury, C. J. Mulkey, saw the men come aboard and asked Kelly what he had in his valise. "Clothes," said Kelly. Mulkey asked for the key, but Kelly pretended not to hear. The officer broke the lock and discovered sixty-five one-half pound cans of opium. The men were brought to Tacoma. For many years Kelly was one of the cleverest smugglers in the country, and at this time he owned a four-ton sloop which was said to be heavily armed. He declared it no crime to outwit the customs men and he really believed this. He is said to have been a man of fair moral qualities with the single exception that he would beat the government out of customs duties. He found pleasure as well as profit in the game.

CHAPTER LV

1890—IMPORTANT PERIOD IN SCHOOL DEVELOPMENT—SUPERINTENDENT GAULT TAKES CHARGE—HE STARTS HIGH SCHOOL—HINDERING TERRITORIAL LAWS—JOHN B. FLETT'S COMING—HE DISCOVERS NEW FLORA—DOCTOR VINCENT'S DEATH—COMMERCIAL CLUB ORGANIZED—ATHLETIC CLUB ATTRACTS LARGE MEMBERSHIP—A BALL GAME—LUTHERAN UNIVERSITY FOUNDED—HISTORICAL SOCIETY FORMED—GILSTRAP'S VALUABLE WORK—THE SOCIETY'S CAREER.

When the public schools opened in the fall of 1890 there were large overflow classes from nearly all the school houses, and four store buildings were rented. The new Irving, Bryant and Franklin buildings were almost ready and soon took care of the overflow. The largest of these buildings was the Bryant School Building on Ainsworth Avenue between Seventh and Eighth streets. Its foundation was of blue Tenino stone. The building was 100 by 148 feet in size and contained six large recitation rooms and an auditorium with a seating capacity of 600. Bullard & Bullard were the architects.

The president of the board of education was J. A. Wintermute, R. Kahler was vice president and C. W. Mock, secretary. Superintendent F. C. Gault reported an enrollment of 2,894. He opened a night school the following February, with a good attendance. In June the contract for the Hawthorne School was let to Charles C. Miller at $6,958. By this time the capacities of Superintendent Gault had begun to operate masterfully upon the intricate school problems, and while there was criticism—one of the penalties which all good school men must accept—the community leaders already had seen in him just the timber necessary in that period of rapid development. Few men have left a deeper

imprint in educational affairs in the Northwest. He is a brother of Lincoln F. Gault—a fine citizen—and they came from a Pennsylvania Dutch family which in 1854 removed to Iowa when there was not a mile of railroad in the state. Their grandfather spelled his name Gaut, and all their elders used Dutch in their homes. Their father was fond of telling them what a contention began when it was proposed to put a blackboard in his Pennsylvania school house, its opponents arguing with the stubborn stolidity of the stock that it would distract the attention of pupils from their studies! A compromise was effected by introducing a very small board. The mother of the Gaults could spell any word she ever saw in print, but the scarcity of printed matter confined her reading almost wholly to an old English reader which she knew "by heart" from beginning to end, but she still read it and found great solace. She had an intense ambition for her sons to go to college and she sacrificed as only a mother can to help them with little gifts of money. She died before she had the satisfaction of seeing her sons thoroughly established. From such blood sprang Professor Gault, who, after passing through the limited country schools of his time, entered Cornell College in Iowa, in 1869, but because he had to work his way through he was not graduated until 1877. By teaching in winters and doing farm work in summers he finally gained the coveted diploma in eight laborious years. In 1886 he was offered the Tacoma superintendency after he had exhibited his abilities in Iowa and in Pueblo, Colorado, but he declined. A year later the offer was renewed and in the spring of '88 he came to view the field, accepted, and in July brought his wife and child and began his work. He was confronted with a task such as has confronted few men in all the history of education—the task of racing with an intensive material development seldom recorded. When he came he had 20 teachers; in four years he had 120. He built or rebuilt some fifteen to eighteen school buildings. He established the ward system and developed a working course of study. He wrote, and was a leading force in procuring the passage, by the first State Legislature, of the city school plan, the organization of systems in cities of 10,000 population. The limits of Tacoma were extended several times and in one year he had three distinct boards of education to help or to

hamper him. It was labor. There was mud to be waded—there were no street cars going his way, and no telephone connection with school buildings.

Tacoma had had a high school course, such as it was. The territorial lawmakers had frowned upon any mathematics beyond algebra and desired language study confined to English. Gault was told, perhaps as a joke, that when the act governing the course of study was introduced it provided that "no language but the American" should be taught. Gault took a chance and introduced geometry, and having sounded out the probable views of the first State Legislature in 1890 he dared to start a Latin class, and in the doing of it aroused from the jungles a considerable snarling. But Tacoma, generally always forward and proud in educational matters, approved and considered that progress was being made.

When he suggested to the board of education that a high school be established he was told of the restrictive laws which, if they did not positively forbid it, at least did not provide for it, but board members indicated that if he continued to teach children the subjects they were qualified to take he would not be molested. And thus there grew, almost before the city knew it, the ripening germs of what we now recognize as two of the best high schools in America, housed in two notable buildings. He brought about in December, 1891, the agreement with the street car company by which school children should have forty tickets for $1.

Tacoma is a city worth while chiefly because of her remarkable school system and her handsome and commodious buildings. Her superintendents have been able men, and some of them nobly sacrificed their positions for the schools' sake.

Mrs. Gault, a graduate of Iowa State College in 1881, quickly made friends in the community, became a prominent member of the Nesika Club and participated in many public efforts. The son, Perrett F., is practicing law in Watertown, South Dakota. He has the distinction of having had both his college and his professional degree conferred upon him by his own father.

Another man who had an important influence on Tacoma's educational life is John B. Flett, born in the Orkney Islands in

PROFESSOR F. B. GAULT
Father of Tacoma High Schools

1859, coming to the United States in 1874, destined to distinction in geology and botany, mountain exploration and a gentle manliness. For about three years he has been one of the rangers on Mount Tacoma. Since the assumption of the park management by Mr. Reaburn, Flett has been designated as an "information bureau" to whom tourists, students and the scientific officials of the Government may appeal for data regarding the mountain trails, flora, fauna, climate, geology, etc. A few months ago the Government published a booklet on the mountain flora, written by Mr. Flett. By working in sugar camps, serving as janitor for schoolhouses, by teaching, carrying mail for other students, etc., Flett managed to be graduated in 1885 from Hamilton College with first honors in chemistry, and until 1892 when he came to Tacoma, he was teacher and principal of schools in New York State.

He reached the Northern Pacific dock after midnight on a Canadian Pacific boat. There were few lights and darkness ruled supreme. There was only one 'bus on the dock. The driver was yelling at the top of his voice, "Free 'bus to the Great Western Hotel!" After debating the situation with a fellow passenger, as there was no town in sight, the two entered the 'bus to get away from the spooky waterfront. They emerged from the darkness in front of the Northern Pacific headquarters building. The Great Western Hotel was not far from the Northern Pacific station. The place was not inviting. After an examination of the beds the travelers picked up their grips and told the clerk that the beds already were occupied and that they would seek other quarters. They found fine rooms at the Merchants Hotel at Thirteenth and C streets.

C Street had a great many wooden shacks in a very dilapidated condition. Where Rhodes Bros. store now stands dilapidation seemed to reach its climax. On the corner was a restaurant in one of these shacks. The inside was clean and neat. It was doing a good business notwithstanding its bad environment. Sailors were seen everywhere on the streets.

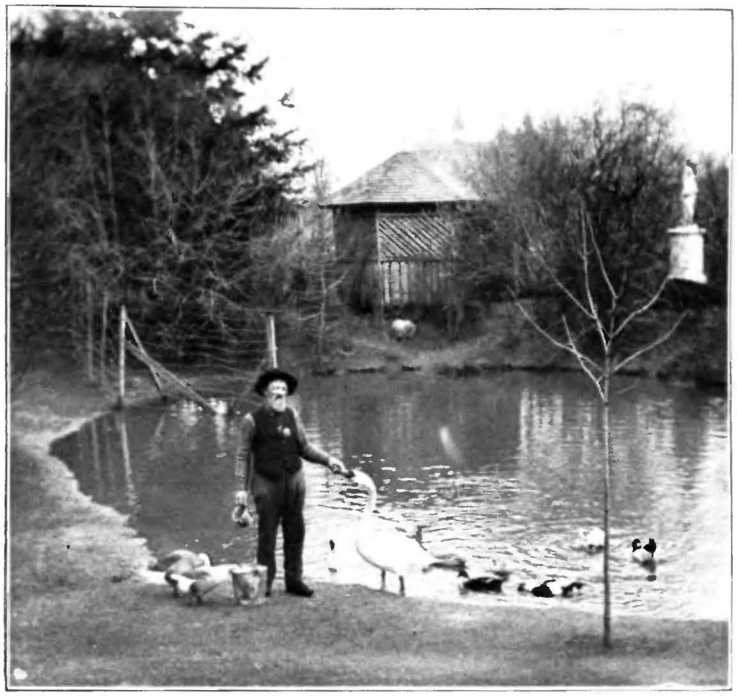
Professor Flett found the Tacoma schools far behind eastern schools in many respects. Especially recalcitrant were the grammar classes. Within a short time after reaching Tacoma he

began his botanizing work and in 1896 he went into the Olympics with a party of gold hunters who disturbed his plans. The next season he went alone, and July 20, 1897, he made his first discovery of a new species. It was a large and beautiful violet with kidney-shaped leaves, the veins on the under side being pinkish purple. The flowers were large, highly colored and conspicuous. This violet was fairly abundant about Mount Constance, but more plentiful on Mount Angeles. In honor of the discoverer Prof. C. V. Piper named it "Viola Flettii" and so it appears in the botany books. He discovered a small onion in the same region. It had a beautiful reddish violet flower. He discovered growing in the crags near Dungeness River what Professor Wiegand named "Senecio Flettii." He found several other new species of much interest to the botanic world. In addition he added to the flora of the state a large number of new plants whose existence here had not been recorded, and added considerably to the knowledge of Olympic and Cascades geography. He and C. A. Barnes were the first to make the circuit of Mount Tacoma.

In the county election in November 6,753 votes were cast for representative in Congress, John L. Wilson receiving a majority of 873 over Thomas Carroll, democrat.

The new police patrol booths, octagonal in shape, 30 inches in diameter, 9 feet high and with a 3-foot cupola, were ready for use. Each contained a telephone, fire alarm, etc.

Dr. Thomas G. Vincent died December 2 in the Fannie Paddock Hospital. He was another victim of the typhoid epidemic of that year. He had been a resident of Tacoma a little more than two years, and had become well known from his kindliness and high literary and scientific training. He had been collaborating with Herbert Bashford in the production of "Meg," a drama of pioneer life in the Pacific Northwest. It was presented with success at the Tacoma Theatre a short time after his death. Bashford was just then beginning his literary career. He has produced many poems and other material of a worthy character. He was the son of F. W. Bashford who died April 10, 1892, at his home, 1530 South E Street. He was born in Grant County, Wisconsin, 1841. He came to Tacoma in 1882 and became a member of the law firm of Danforth & Bashford. He was a vet-



IGNATIUS AND HIS SWANS

From 1892 to 1905 Ignatius Harbaugh cared for the swans and other fowl in Wright Park

WRIGHT PARK IN 1892

eran of the Civil war, having served in the Third Wisconsin Infantry. Mrs. Bashford died in August, 1916.

The districts known as Hunt's Prairie, now South Tacoma, Oakes' Addition, Ridgedale and Fern Hill were admitted to the city April 17th, but the vote was very light. A month later another very light vote was cast at the election on the question of issuing $150,000 in bonds for School District No. 10, 323 voting for and two against, the issue, which consisted of $64,000 for funding purposes and $86,000 for buildings. One of the reasons for huge public debts and high taxes is the indifference of voters to bond issues. In recent times the indifference of the earlier days has been repeated again and again. It has been said, and with considerable evidence in support, that many of the bond issues of western cities have been voted by transients who were interested only in the expenditure of funds and who expected to be elsewhere when the reckoning day arrived.

The Tacoma Commercial Club was organized May 8th in the rooms of the chamber of commerce, with J. T. Redmond, a fine citizen, now dead, as president; Frederic Mottet, vice president; G. L. Holmes, second vice president; W. H. Cushman, secretary, and D. W. Enos, treasurer. The organization started with a large charter list and a lively meeting and it was called a "get there" organization. W. H. Cushman had much to do with the birth of this new community force. It opened complete clubrooms on the fourth and fifth floors of the National Bank of Commerce Building, Thirteenth Street and Pacific Avenue. The club's first work was to start a campaign for planting trees and beautifying the city. The Tacoma Athletic Club, another organization that figured in a large way in the community life, formally opened rooms in the Blackwell-Anderson Building, 710 Pacific Avenue, August 20th. J. L. Carman, A. E. Grafton and S. A. Perkins were among the moving spirits in this interesting company which gave enjoyment and muscular pepper to a large number of business and professional men.

The new armory building at Fifteenth and C streets was dedicated June 4th. Detachments from Companies B, D and E came from Seattle. General Sprague and Col. J. C. Haines spoke and the event terminated with dancing and a banquet.

Tacoma occupied a prominent place in military affairs, being the home of Companies C and G of the National Guard as well as Troop B and the Mason Zouaves. This prominence was due largely to the efforts of Capt. W. J. Fife.

A man calling himself Joseph McCoy arrived early in June, expressed surprise at the growth Tacoma had made since he saw it five years before, and desired to sell some real estate which he had bought on that trip. S. P. Weaver hearing that the property was worth at least $5,000 offered McCoy $1,000. McCoy at first demurred but finally accepted and Weaver paid $140 to bind the contract. R. F. Wells, an attorney, had learned that Allen C. Mason was the Tacoma representative of McCoy. Mr. McCoy heard of this, and reported that he had received money from eastern friends, no longer desired to sell, and offered Weaver $50 to be released. Mason found a photograph of the Mr. McCoy whom he knew. It did not resemble the McCoy who was dealing with Weaver. "McCoy" then departed in haste, taking Weaver's $140.

The Tacoma Baseball Club, which had been playing in ill luck defeated Portland on July 9th by a score of 6 to 5, and broke the spell. A few days later one of the newspaper baseball stories appeared under the following caption:

CANNONADING CONTEST

Spokane Sluggers' Slick Stick Slinging

Tacoma Thoroughly Trounced

Maskrey's Marvelous Marvels Make Many Misty Misplays

The "Misty Misplays" cost Tacoma the game in a score of Tacoma 4; Spokane 15

The corner stone of the Pacific Lutheran University was laid at University Place on the Lake Park Railway. Rev. B. Harsted, O. G. Stavasli and Carl Hardness constituted the building committee in charge of the event. Addresses were made by

Rev. N. Boe, Helena, Mont., and Rev. O. U. Grousberg, of San Francisco. This institution at Parkland has had a successful career and has drawn students to Tacoma from a wide territory.

The Washington State Historical Society was organized in the office of the manager of the exposition October 8th, with the following members: Elwood Evans, Edward Eldridge, C. B. Bagley, Dr. J. S. Houghton, J. B. Houghton, John Flett, Henry Bucey, Judge James Wickersham, Capt. W. P. Gray, E. N. Fuller, Allen Weir, Edward Huggins, Charles W. Hobart, Henry Roeder, L. P. Bradley, Gen. T. I. McKenny, C. M. Barton, S. Caldwell, R. H. Lansdale and Senator T. J. Smith. Elwood Evans was made president; Edward Eldridge, vice president; C. W. Hobart, secretary, and Gen. T. I. McKenney, treasurer. E. N. Fuller was the father of this movement, and out of it have grown great things. Little by little it accumulated momentum, the Ferry Museum all the time being a stimulus for a wider work. W. H. Gilstrap, who died August 2, 1914, deserves the credit of sustaining the interest by year after year of unflagging work. He had gained considerable fame as a painter, but he practically dropped his profession and threw his life into the historical society and museum. As a collector of relics he was tireless and in a few years the museum gained a meritedly wide reputation. Gilstrap gathered interviews with old settlers and the Indians, located historic spots and collected many valuable photographs. His indefatigable labors finally brought the society and museum into their present beautiful home west of the Stadium. For a long time they occupied rooms in the city hall and then in the courthouse. Gilstrap's persistence, aided by able assistants, procured state funds for building purposes, and interested well-known men and women in the work. Robert L. McCormick did lasting work for the society and gave liberally. Since his death Mrs. McCormick has helped in many ways, and recently gave $11,500 to the fund for building another wing, and Henry Hewitt, Jr., has agreed to pay the remainder of the cost. Mr. Hewitt is president of the society. Mrs. McCormick has presented to the society a handsome bust of her late husband, Robert L. McCormick and she has added many articles to the interesting exhibits. Mrs. W. H. Cushman has been a valued

contributor. The bust of Francis W. Cushman, former member of Congress, stands in the building. Its casting was made possible by a public subscription begun by the Daily News and completed by the Lumbermen's Association, which highly valued Cushman's services in behalf of Northwest timber interests. W. F. Sheard, in the fur business in Tacoma for many years, has given to the museum a great number of rare Indian curios valued at many thousands of dollars. Mrs. Alice Palmer Henderson, Congressman Wickersham, Johnson Bros., of Ohio, Frank McCandlass and Charles C. Darling have made fine contributions. Sergt. W. R. Tyree, a member of Troop B, now on the Mexican border, recently gave a fine collection of Philippine weapons and tools. Frank B. Cole, as treasurer of the museum, has aided much, as he has in educational and other public work. John Arthur, P. G. Hubbell, Professor Lyman, Mrs. H. W. Patton, and L. F. Jackson have been active in the historical society, whose work in recent months has been given an impetus by the Historical Research Club, whose moving spirits are Prof. Walter S. Davis, O. B. Sperlin and D. M. Nesbitt. Sperlin has made several notable literary contributions to northwestern history.

William P. Bonney succeeded Mr. Gilstrap as secretary of the historical society. He has added much to the orderliness of the institution and to its precious museum. He brings to the work an intimate knowledge of the pioneer days, and a great earnestness. Lately he has added considerably to the worth of the institution by procuring the promises of the G. A. R. and Loyal Legion bodies of the state to deposit with the society their historical papers and war relics.

CHAPTER LVI

1891—MILLMEN IN CONTROVERSY WITH HENRY VILLARD OVER LUMBER RATES—GREAT NORTHERN RAILROAD FORCES FREIGHT REDUCTIONS—LUMBERMEN ORGANIZE—EX-UNION SOLDIERS SUPPORT CONFEDERATE CANDIDATE—FLOOD DOES MUCH DAMAGE—REAL ESTATE FRAUDS—NEWSPAPER MEN IN TROUBLE—FANCY PRICES FOR CITY ADVERTISING—BUSINESS REVIEW OF YEAR—SNOWDEN BECOMES EDITOR.

The pioneer lumbermen built mills to supply the demands of ocean-borne commerce, and they made fortunes. After the Northern Pacific Railroad was built many new mills sprang up, and price demoralization turned profits into losses. The financial depression which began in 1890-91 intensified conditions and the mill men emphasized their requests that the Northern Pacific, the only railroad eastward, grant lower freight rates by which they could compete with northern pine in the plains states. The request was denied.

The Tacoma Commercial Club and the Tacoma Chamber of Commerce called a meeting of mill men, setting the date at a time when Henry Villard, chairman of the board of directors of the Northern Pacific, would be in the city. The conference took place late in October, 1891. Francis Rotch presented a statement, showing that lower rates would greatly increase the state's prosperity and the railroad's traffic. He estimated the daily capacity of Puget Sound mills at 7,500,000 feet, most of which was tributary to the Northern Pacific. He thought a lower rate would mean earnings of about $5,000,000 annually to the railroad.

Villard replied that because of over production and reduced markets, a period of depression had set in all over the world and

it would be hardly fair to ascribe the difficulties of the lumber business to freight rates. He did not believe his company would be justified in increasing its rolling stock. He read a letter from J. M. Hannaford, general traffic manager, which said that an effort had been made to reduce lumber rates, but certain roads belonging to the Transcontinental Association had objected and "the Northern Pacific has no power to lower rates against the will of the majority."

The fight on the railroad then increased in vigor. It was alleged that the company was bound to assist the lumber interests because of many promises it had made, if not by the spirit of the terms under which its great land grant was provided. Villard had aroused much of the old antipathy toward him and was sharply assailed from various quarters.

The fact was that the men who had done the pioneering for the Northern Pacific were possessed of vision, but they were unable to retain control, and the company had passed temporarily into the hands of men whose perspective was limited to immediate profits. The coming of the Great Northern Railroad which James J. Hill just then was completing to its Everett terminals, compelled reductions in lumber and other rates. The Northern Pacific soon outgrew the selfish perspective of the Villard regime and in after years, when such men as Howard Elliot, Thomas Cooper, and Levey, Nutt and Blanchard, with large powers in handling western affairs, and George T. Reid's unusual sense of justice and ideas of decent corporation deportment toward the public, entered into the business of the railroad, it assumed a very much higher plane, which it steadily has maintained. Reid's influence in favor of a co-operative relationship between the corporations and public has not been confined to his own employment but has been a shining example throughout the Northwest. It is said that he assumed the high position he holds only upon the acceptance by his superiors of a very definite understanding that he never must be called upon to perform, or ask any of his subordinates to perform, the questionable duties which, in years gone by, the public service corporations had seen fit to impose upon their agents in dealing with legislatures and city councils, and which had created a notorious Temple Flat in Olympia, and

had corrupted one city adiministration after another, and, on the other hand had made the railroads and other corporations the prey of criminal politicians of both large and small appetites for bribery.

The lumbermen, in the hope of making an impression upon Villard, called a meeting in Seattle November 17th, and Seattle and Tacoma commercial organizations bolstered it up by calling a general meeting of northwest business men at the same time. Many attended. The lumbermen organized the Lumber Manufacturers' Association of the Northwest, elected P. D. Norton, of Tacoma, president; Francis Rotch, of Bucoda, vice president; C. D. Stimson, of Seattle, treasurer, and Frank B. Cole, of Tacoma, secretary. Then followed a freight rate meeting with G. W. Thompson as chairman. It resulted in the adoption of resolutions urging Congress to hasten the completion of the Nicaragua Canal.

Those who attended the meeting scarcely had reached home when the Northern Pacific announced that the Wabash Road had withdrawn from its agreement relating to shipments into its territory and that higher rates would be in force, but within a few days the Northern Pacific induced the Wabash to enter a new agreement and the old rates were restored. About the middle of December another reduction was made, an agreement being signed by the Northern and the C., M. & St. P. and with the C., R. I. & P. This opened Iowa territory to the Puget Sound mills on a rate of 57½ cents. A few days later the Northern Pacific closed an agreement with Chicago & Northwestern and reduced lumber rates to a number of towns in South Dakota, Iowa and Minnesota. The new rate was 55 cents the hundred to some of these points and 57½-cents to others. February 19, 1892, James J. Hill visited Tacoma and promised to haul lumber at a 40-cent rate. He also promised to complete the Tacoma-Portland line then under construction by the Union Pacific and Great Northern. Alas for promises made on the eve of a panic!

When the Lumber Manufacturers' Association held its next meeting, in Tacoma, Francis Rotch presented a grading scale, which was adopted. It provided for four grades of flooring, and

culls, four of rustic, four of stock boards, five of clears and selects and specifications for ceiling, partition, box boards, casings, finishing lumber, common and cull lumber. The president warned all members to follow the grade rules when quoting prices.

At the school election in November, 1891, a fine tribute was paid to an ex-confederate soldier, J. C. Weatherred. The retirement of J. A. Wintermute from the board caused wide regret, as he had filled the position with ability. Weatherred was chosen to succeed him. Many former Union soldiers warmly supported him. He received 1,294 votes, the largest vote that had been cast in a school election. Jonathan Smith was elected at the same time with a vote of 1,195. An almost total absence of party manifestations was the cause of felicitation. Not many school elections before that time had been so fortunate. Weatherred had belonged to a Tennessee cavalry regiment that joined General Morgan, and he was with that tempestuous leader when he made his dash into Indiana and Ohio, striking terror into the North. Mr. Weatherred still lives in Tacoma.

Two days of unusually warm weather melted the snow on the mountains and the Puyallup River arose until it began eating away its lately filled in banks, the middle of November, 1891. Strong winds drove the waters, producing high tides which, with the rising river, threatened great damage to tide land factories. Near the St. Paul & Tacoma Mill was a small island known as Snag Island, which divided the waters of the river. The two streams came together below it with frightful force against the slab cribbing on the river side of the Naphtha Launch Company Factory, which had just been built there. The flood undermined the cribbing, formed a whirlpool inside and began eating into the filled land. Two small cottages were vacated a few minutes before they tumbled over. The company then began moving its machinery and material out of the front end of its 175-foot building and in a short time about fifty feet of it collapsed. More than an acre of land had been washed away. An effort to blast out Snag Island had failed. Trains were stopped for several days by heavy slides, one of which, near Eagle Gorge, killed a number of workmen who were removing one slide when another came down and struck them.

There were a number of glaring real estate frauds in operation in the Northwest, the victims nearly all being easterners who could not know from the prospectuses they read nor the deeds they received whether the land they bought was on edge, or the deep and silent home of the unquestioning sole, or whether it really existed at all. One of these cases—that of the George Hayden Addition, was carried into the courts in March of 1892. A complaint, asking that the plat be declared illegal and void, was filed by City Attorney Milligan under instruction from a council committee composed of President Hill and Councilmen Meath and Johnson. The tract was some twenty miles south of town and the action was taken to protect out-of-town persons who might be induced to invest.

Henry Bucey was forming a real estate exchange. An earlier organization had been engulfed in the excitement of prosperity. But now real estate sales were falling off. Eastern investors came but they departed with their purses intact. "Wildcatters" were charged with having ruined the business. Bucey's plan pledged the members to support a central agency that would regulate matters. The members agreed to list property at its real value, to sell none without proper contracts had been made with the owners. In a short time these firms had signed: Bucey & Walker, J. D. Caughran, Bringolf & Sheller, Daniel McGregor, E. Steinbach, J. H. & A. F. Palmer, S. C. Slaughter, Elder & Elder, Weaver, Shoemaker & Co., and William S. Taylor.

The Tacoma Railway & Motor Company applied for a franchise permitting it to haul freight over its lines, but draymen and teamsters brought pressure to bear and the council refused to comply. The council at about the same time gave the company the right to sell current for heating and power. Little did the city managers dream what a mine they were planting!

The Grand Lodge of Washington, A. O. U. W., was organized in Tacoma December 1st and a rapid growth was recorded.

December 3d Judge Allyn appointed Robert R. Christie receiver for the Evening Call, which had been having a lively life. W. A. Berry and A. E. Partridge, the owners, had fallen out over money matters, Partridge accusing Berry of misrepresent-

ing the amount spent in procuring the city printing contract. Partridge asked for the appointment of the receiver. Partridge, in an interview, asserted that Berry had said that Judge Fremont Campbell had desired to borrow $100 and that he, Berry, thought, as the Call had cases that would come before the judge, it was good policy to lend the money even if they never got it back. Campbell at once brought criminal libel action against both Berry and Partridge, and Berry replied with an affidavit declaring that the whole story told by Partridge was false. The News procured an injunction restraining the council from awarding the contract to the Call and the printing went to the News. The case was carried to the Supreme Court which decided that the council could contract with the Call and the council then annulled the contract with the News and made a new one with the Call.

Berry and Partridge settled their troubles and were ready to reassume the paper's management, but Receiver Christie thought that as the books showed that the city had been charged twice for the same service, explanations were needed. The council explained that the double charge was a necessary one. Berry and Partridge were bound over by Justice Sharp, but the case afterward was dropped.

The Call was started in a little room on the third floor of the Wallace Block, 12th and A streets, by Berry and Frank T. Houghton, who since the Rogers administration, has held important positions in the State House in Olympia. Its sole purpose was to procure the city printing, and it succeeded. The rate was preposterous—90 cents an inch! Houghton soon dropped out and Partridge succeeded him. The Call never was a real newspaper and it employed but two printers at most. In a little while the paper received from the council an advertisement that occupied several pages, and it had to be run thirty days. The publishers cleared a handsome sum. That was the day of hand-set type largely, and printers' "phat," and in one day Richard P. Milne, now superintendent of the News and Ledger composing rooms, earned $20.70, probably the largest day's wages that had been paid to a printer on the coast since the golden days of '49. Probably no such day's wages has been paid since. The Call ran for six or seven months. It was bought by the

Globe. When the compositors were locked out of the Ledger by Nelson Bennett, and the Union was started by the printers' union, Berry desired to be made foreman of the new paper. He did not get the place. He then entered Bennett's employment, much to the disgust of the union men, and they always have regarded the disasters that followed him to have been a retributive justice. His beautiful wife died, then his pretty children, one by one. He lost what he had, and he was last heard from in Alaska.

The death, December 13th in North Yakima, of Councilman Howard Carr, who, with his father and brother, were Chebaulip's first settlers, made it necessary to choose another member of the council, the place being filled by Frank A. Laidlaw. Carr was 44 years of age and had been in ill health about a year.

The business summary for 1891 showed coal shipments as follows: Carbon Hill Coal Company, 158,307 tons; South Prairie Coal Company, 41,067 tons; Wilkeson Coal Company, 5,482 tons.

Births: Males, 508; females, 474; total, 982. Deaths: Males, 241; females, 178; total, 419, of which 148 were Washington born. Marriage licenses issued, 588. Building permits, 931, with a value of $1,729,837. Value of lumber exports: Tacoma Mill Company, $601,258.67; St. Paul & Tacoma Lumber Company, $47,776.06. British Australia was heaviest purchaser.

Wheat exports were 6,019,093 bushels, valued at $5,456,331, France being the heaviest buyer; flour, 134,403 barrels, valued at $534,549, Ireland being the largest purchaser.

The Board of Public Works reported fifty-two streets graded at a cost of $241,953.16; nineteen streets paved at a cost of $53,094.07; 5.55 miles of sewer built, costing $35,592.16.

Col. Clinton A. Snowden had for about two years been secretary of the chamber of commerce. He had entered heartily into the city's activities, taking a particular interest in the public library, of which he was a trustee, and which at that time had 1,100 volumes and 250 card holders. The library's expense was $130 a month. The council was appropriating $150 a month, which gave a leeway between income and outgo of only $20 a

month with which to rebind old books and buy new ones. Snowden was demanding $250 a month and got it. He had been editor of the Chicago Times and had made a considerable reputation as a newspaper man. When Nelson Bennett, having acquired complete ownership of the Ledger from Radebaugh, wanted an editor-manager, Radebaugh, who was a first-rate hand at picking experts, suggested Snowden to Bennett, and Bennett at once employed him. Snowden, even in that early day, and though he had been a resident of the state for only a short time, was beginning the studies that enabled him within recent years to produce a history of Washington noted for careful gleaning and literary excellence. Snowden entered the Ledger's sanctum February 5, 1892. Bennett was then in need of a good right-hand man as he was about to enter a fight with the printers' union that would give to him and call from him hard blows.

CHAPTER LVII

1892—A MURDER, AND 7,000 PERSONS SEE CORPSE IN ONE DAY—SALVADOR PICANI CONVICTED—FATHER HYLEBOS BEGINS FIGHT TO SAVE HIS LIFE—MASS MEETING FOLLOWS—LEO AND NASH TAKE UP CASE—INVITATIONS TO HANGING ISSUED—LEGISLATURE ACTS—PRISONER IS RELEASED—POLICEMAN KILLED—GEORGE STOWE RELEASED AFTER FOUR YEARS OF BUFFETING—SHOOTING OF "JACK" BY SURPRISED OFFICER—CITY CAMPAIGN WITH HEAVY BETTING—A CURIOUS ELECTION BET PAID—HUSON ELECTED—RAPID CONSTRUCTION OF TABERNACLE FOR EVANGELIST MILLS—2,300 CONVERSIONS.

A case that was to attract wide attention grew out of the murder, in a cottage at D and Nineteenth streets, March 2, 1892, of Salvatore Conchilla, a Sicilian fruit peddler. The body bore thirty-four stiletto thrusts, and his head was crushed, and when the the corpse was taken to an undertaker's, it was viewed by 7,000 persons the first day! Several Italians were arrested, but by the time the trial day came the public had lost interest, and when a jury in Judge Allyn's court found Salvador Picani guilty of first degree murder and the judge sentenced him to be hanged July 1st, people generally supposed that a befitting penalty had been fixed. Picani was small, stooped and not handsome. He spoke and understood English poorly. His son, however, was a fine-appearing young man and he brought to his father's case considerable sympathy and some financial support—enough to have the case appealed, but December 2d, the Supreme Court affirmed the finding of the lower court. The day set for the man's execution had passed long before and on February 4, 1893, Judge Parker fixed the date of the hanging for March 7th. By this time many persons had concluded that Picani was not

guilty of the murder of Conchilla, with whom he had been reared in Italy. This change of opinion was due largely to the influence of Father Hylebos. When Picani was brought to trial Father Hylebos had thought the man guilty, but after long investigation this opinion had been changed. The condemned man had been prepared for execution by Father Hylebos, had instructed the priest what statement he should make to the public after the execution, and all through the weeks of his imprisonment had so stoutly maintained his innocence, that he not only had convinced the priest but the sheriff and jailer as well. Father Hylebos prepared a long statement of the case that set many people to hard thinking. The priest, among other things, called attention to another Italian, Moreci, who had been equally suspected, but Moreci had money, procured counsel, won an acquittal by the coroner's jury and immediately fled the country. Picani had no money and had only such defense as a man without money could procure. He was a devout Catholic and even in the shadow of the gallows he protested innocence. The priest's appeal was so spirited that the Commercial Club held a large mass meeting to consider the case, and it appointed Elwood Evans, L. C. Hughes, Father Hylebos and John V. Evans to petition Governor McGraw for a respite in order to have time for presenting the case before the Supreme Court.

The case had developed what the attorneys considered defective features in the criminal code and a new bill was drawn for presentation to the Legislature by Senators Claypool and Easterday and Representatives John Leo and Frank D. Nash.

The old law, while providing for an appeal, did not provide for such appeal without bond. The new law, approved March 8, 1893, granted the right of appeal without the filing of a bond.

Attorney Leo, who remembers the case very well, says that Prosecutor W. H. Snell was sometimes very vigorous in his prosecutions, and in the Picani case he was far more than a match for the prisoner's attorney, who was a negro named Hughes. Hughes made a botch of the appeal to the Supreme Court. The papers became lost and while the case was before the court it was not there in the proper manner, and the court could do nothing but affirm. Sheriff Price proceeded to make ready.

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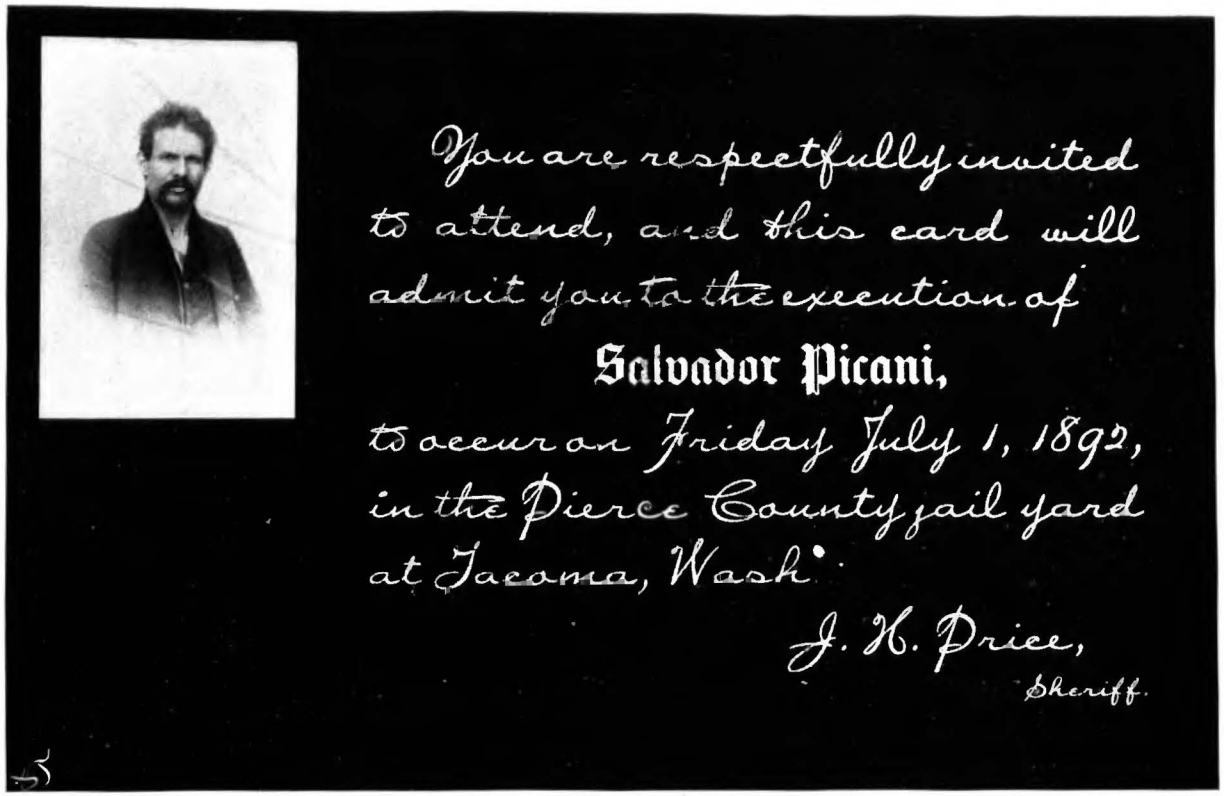


INVITATION TO AN EXECUTION THAT NEVER TOOK PLACE

The scaffold was ready but Rev. P. F. Hylebos successfully led a movement that saved the prisoner's life. The invitations were printed in gilt on dark purple cards

James Frace built the scaffold, F. E. Johnson designed and arranged the electrical mechanism by which the trap was to be sprung. The rope had been bought four years before for the execution of Martin, who escaped. Sheriff Price issued invitations to the hanging, printed in gilt on a dark purple card, with Picani's portrait in one corner. All of the proprieties were being observed.

Leo early in the trial had concluded that the Italian was not receiving a square deal. He made up his mind that if the opportunity offered he would do something for Picani and other men in similar predicaments. When he was elected to the Legislature he prepared a bill providing that where an appellant's papers had been lost or where for any cause for which he was not responsible the appeal had not been presented in proper manner, he should have the right of a second appeal.

Leo succeeded in getting this bill through both houses. Prosecutor Snell opposed this measure and went to Olympia. Governor McGraw vetoed it. However the governor did not return the bill until the eleventh day after it had passed. Leo cited the constitutional provision requiring vetoed bills to be returned within ten days, and asked that it be declared law. This the Legislature did and Picani's neck was saved.

When his appeal was taken, the prosecution moved to dismiss the case and Picani went free. He remained in Tacoma, and those who knew him in after years felt certain that he was innocent of the crime.

Running simultaneously with this case through the latter part of its course was the Cudihee-Kenna tragedy. The testimony showed that David B. Seales and Borders were on their way home, had become sick from the effects of liquor and sat down on a sidewalk. Officers Cudihee and Kenna came along, used abusive language and kicked the men, who, not knowing them as policemen, began fighting in self-defense. Seales, with a knife with which he had been peeling an apple, struck at Cudihee. The policemen were in plain clothes and had been drinking. Cudihee bled to death on the sidewalk. Seales was thrown into jail, his clothes taken away from him and he was induced to make a statement of the trouble under the pretext that it had amounted to a

simple assault. There was fear of mob violence. Chief Davis dissipated the angry crowd by a ruse. April 10th the jury brought in a verdict of not guilty, the verdict meeting with the approval of the people who thought Seales had been a victim of police cruelty and railroading methods. Cudihee was twenty-four years of age and a popular officer. He was a brother of Edward Cudihee of Seattle.

Ten days later George Stowe, after spending four years in jail, was released. He had been arrested charged with the murder of Enoch Crosby in October, 1889. At that time he was a strong man weighing 200 pounds, but the four years' confinement had reduced him to a weak consumptive weighing 125 pounds. Through the four years his case had been pulled back and forth between the Superior and Supreme courts—a plaything for attorneys. The Crosby murder had been responsible for the organization of the Committee of One Hundred of which A. R. Heilig was secretary. Heilig became convinced that Stowe was innocent and through his efforts evidence was gathered showing that on the night of the murder Stowe was at the home of a friend near Olympia. Stowe had no money and remained in jail until friends contributed funds for an appeal which resulted in the Supreme Court ordering a new trial, and the prosecuting attorney then moved to dismiss the case.

In the midst of these sad miscarriages a serio-comic tragedy occurred. "Jack," the Tacoma Hotel bear that had learned to drink beer like a man, stepping up to the bar and holding a mug between his paws without disturbing the tallest cresting of foam, slipped his collar on the night of March 17th, paid his customary visit to the hotel office where he resisted a bell boy's attempt to get him back to his pen, and lumbered out into A Street, bent on a lark. He started for Pacific Avenue via Ninth Street and encountered Policeman Kenna. Two shots were fired, one of which went almost through "Jack's" body. The wounded animal was taken back to the hotel, and a surgeon was called, but "Jack" was in no mood to be fooled with and would permit only a distant examination. He spent the next day in the barrel of water which he used as a bathtub and toward evening it was decided that, as he had no chance of recovery, he should be killed. Fred Edwards

stuffed him. The managers of the hotel refused to serve the meat of their dead pet and it was given to other parties who advertised a barbecue. Officer Kenna was the most unpopular man in town for several days, the newspapers accusing him of stupidity.

"Jack" weighed 800 pounds. He had lived at the Tacoma Hotel for about ten years—ever since he was a cub—and he had friends all over the United States. For years after his death he stood in all the silent pomp of the taxidermist's art, in the corridor of the hotel, and some time ago he was given to the Ferry Museum.

The republicans in Germania Hall, March 24th, nominated H. S. Huson for mayor; for treasurer, G. W. Boggs; for controller, A. R. Heilig; for physician, Dr. J. T. Armstrong. The platform adopted is interesting in that it specifically demands a reduction in expense. Other nominations: Councilmen—First Ward, C. A. Beals and C. M. T. Manning; Second—George H. Boardman and Charles T. Lee; Third—W. H. Grattan and John Snyder; Fourth—E. M. Beatty and George H. Hollidge; Fifth—R. F. Wright and W. H. White; Sixth—H. H. Warner and J. M. Junett; Seventh—D. J. Griffiths and T. L. Richardson; Eighth—Dr. Royal A. Gove and Harris A. Corell. The democrats nominated: For mayor, Alexander Parker; treasurer, John G. Campbell; controller, Samuel C. Slaughter; physician, Dr. Robert Brodnax; councilmen—First Ward, A. McAdams and E. Steinbach; Second—B. F. Josey and C. B. Zabriskie; Third—F. Carmichael and J. W. Cutting; Fourth—Jere Fontaine and E. A. Knoell; Fifth—James Abercrombie and John A. McGouldrick; Sixth—S. C. Anderson and W. T. Wright; Seventh—S. Wade and J. G. Proctor; Eighth—M. H. Walsey and Peter Daley.

Seattle had been won by the democrats and the campaign in Tacoma soon developed considerable heat. Parker was accused of having favored the Chinese in '85 and nearly every candidate's character was assailed. It is well that we so soon forget campaign stories!

Much money was wagered, a crowd from Seattle bringing several thousands of dollars. It was said that a total of no less than twenty-five thousand dollars would change hands. Hats,

shoes, watches, horses and tobaccos without reckoning were wagered.

D. U. Savvey, a gambler, was a democrat and a strong Parker man. Harvey Harrison was a republican and a strong Huson man, although somewhat doubtful of his candidate's success. In their heated advocacy they agreed that the man whose candidate was defeated should permit the other to pelt him with rotten eggs. On the evening after the election a small crowd gathered on the south side of Ninth Street near the old City Stables. Savvey, clad in overalls, old overcoat and broad-brimmed hat, took his position near the fence and Harrison hurled his dreadful ammunition for fifteen minutes, with his target on the point of fainting but holding out. At the finish he was so weak he scarcely could move. One of the spectators brought a rope from a saloon and towed the spattered wretch to a harbor behind the theatre, where he tore off his clothes and hastened to a bath tub.

The total registration was 9,005, and 6,999 votes were cast with the following results: For mayor—Huson, 3,564; Parker, 3,409, Hatfield, 67; treasurer—Boggs, 3,431; Campbell, 3,411; Hart, 99; Controller—Heilig, 3,338; Slaughter, 3,429; Boothroyd, 112; physician—Armstrong, 3,981; Brodnax, 2,448; councilmen—First Ward, Beals, R, 334; Steinbach, D, 358; Second—Boardman, R, 693; Lee, R, 757; Third—Grattan, R, 1147; Snyder, R, 1,156; Fourth—Fortaine, D, 531; Knoell, D, 502; Fifth—Wright, R, 554; McGouldrick, D, 550; Sixth—Warner, R, 102; Junett, R, 91; Seventh—Berry, R, 89; Proctor, D, 139; Eighth—Gove, R, 114; Corell, R, 70. The new council elected Samuel J. Smyth city clerk. Mayor Huson reappointed H. M. Lillis as chief of the fire department. He also appointed M. S. Hill, Arvid Rydstrom and James C. Drake as members of the board of public works. These appointments were held up in the council "for investigation."

The council elected Dr. J. T. Lee president. Mayor Huson nominated as water and light commissioners, G. W. Thompson, F. T. Olds, John T. Redman, W. B. Blackwell and C. P. Masterson; as park commissioners, Henry Drum and Isaac W. Anderson, to succeed themselves; Arvid Rydstrom to remain on the board of public works; F. H. Murray, city attorney, and E.

E. Rosling, assistant; Lincoln Davis, chief of police; G. W. Bullard, building inspector; Capt. J. B. Clift, harbormaster, and Dr. J. R. Yocum, health officer.

The council then ventured to make good its pre-election promise of reductions in expenses by introducing an ordinance lowering almost every salary.

May 4, by a vote of 7 to 9, it failed to confirm the appointment of Hill and Drake. The mayor prepared a letter in which he reappointed Hill and Drake, but the council again declined. A week later the mayor named D. L. Demorest, proprietor of the Massasoit Hotel, and John N. Fuller, of Old Tacoma. The appointments were confirmed. The question of competency did not enter into the Hill-Drake matter; it was purely a matter of politics.

The ministers considered the community in need of an evangelist's ministrations. Rev. J. M. Patterson, Dr. C. O. Brown and Rev. A. S. Kirkpatrick in April raised funds for building a tabernacle. The plans were drawn by Bullard & Bullard in one day. The following day the contract was let to Gribble & Shurs. The next day ground was broken and the third day saw the first timbers in place. Five days later the building was ready for the last nails, when a rainstorm stopped operations. The building was near the old Central School, opposite the court house. It was 100 feet square, 22 feet at the eaves, with a roof 50 feet high at the apex. Its seating capacity was 3,300.

B. Fay Mills, the evangelist, reached Tacoma April 13th and the next evening the crowded tabernacle was dedicated. Rev. Mr. Patterson, surrounded by the ministers of many Tacoma churches, presided at the opening ceremonies. The evangelist was not long in working up an interest and on April 17, 1,026 were converted. The Ministerial Alliance took a very prominent part and induced Mayor Huson to issue a proclamation recommending that all business houses close from 9.30 A. M. to 12 M. and from 3 P. M. to 5 P. M. April 27th for a special prayer service in the tabernacle. Many of the stores and shops did so. The meetings closed May 2d and it was reported that 2,300 persons had been converted.

It was Tacoma's first revival experience on a large scale, and

was considered a success. Mills pictured a terribly real hell—so real that children cried when they heard the description, and he made it hot for those who hesitated to follow the sawdust trail. The newspapers printed dozens of columns about the meetings.

Workmen completed the first car built at the Edison shops May 3, 1892. The shops had been opened with ceremony only a short time before and were busy, though the railroad officials already were watching the horizon for the storm. When on April 15, L. E. Post, acting for George W. Vanderbilt of New York, paid $165,000 in coin for the 40 by 100 six-story brick building on the southeast corner of Pacific Avenue and Thirteenth Street, the storm seemed to be in abeyance. It was one of the largest realty deals ever made in Tacoma and brought Vanderbilt's investments here to more than three hundred thousand dollars. The property was bought of the Pacific National Bank.

CHAPTER LVIII

1892—FORMATION OF FIRST WOMAN'S CLUB, ALOHA—NESIKA FOLLOWS SOON AFTER—OPENING OF WOMAN'S INN—Y. W. C. A. PUT ON ITS FEET—CLUB HOUSE ASSOCIATION BUYS OLD ANDERSON HOME—THE SUFFRAGE MOVEMENT—PARENT-TEACHER ASSOCIATIONS—WORK OF MRS. AMY P. S. STACY—OTHER IMPORTANT CLUBS—PURE FOOD CAMPAIGN.

In May, 1892, a few members of the Tacoma Art League, met in a social way at the home of Mrs. Samuel Slaughter. The project of organizing a club for literary culture was there proposed and enthusiastically endorsed by those present—Mrs. Slaughter, Mrs. Galusha Parsons, Mrs. Samuel Collyer, Mrs. C. W. Griggs, Mrs. E. M. Hunt, Mrs. H. K. Moore, Mrs. E. C. Gear. A few days later the call for a formal meeting was issued. Mrs. Collyer was the hostess on that occasion to a gathering of thirty ladies. Mrs. Parsons was called to the chair, Mrs. Gear acting as secretary. Then were elected the officers of the first woman's club in Tacoma. It was decided that each charter member should have the privilege of presenting one name for future election. The membership was limited to sixty.

The second meeting was held at the residence of Mrs. C. W. Griggs, and constitution and by-laws were adopted. The work as laid down in the constitution embraced literature, art, drama, music, science, education, philosophy, each of these subjects being in charge of a committee. The officers and executive board members were: President, Mrs. Galusha Parsons; vice president, Mrs. Jas. M. Ferriss; secretary, Mrs. E. C. Gear; treasurer, Mrs. C. W. Griggs; Mrs. Nelson Bennett, Mrs. L. P. Bradley, Mrs. Geo. Browne, Mrs. G. G. Chandler, Mrs. Samuel Collyer, Mrs. J. C. Harvey, Mrs. Edward M. Hunt, Mrs. George R. Osgood,

Mrs. Jacob Raynor, Mrs. Alex. Reed, Mrs. L. W. Roys, Mrs. S. C. Slaughter, Mrs. W. D. Tyler.

The organization had not yet been named, and July 20th, when the society met with Mrs. Galusha Parsons, the Hawaiian name "Aloha," meaning good fellowship, was suggested by Mrs. C. W. Griggs and was unanimously adopted.

The chairmen of committees were: Education, Mrs. Jacob Raynor; literature, Mrs. W. D. Tyler; music, Mrs. Frank Allyn; drama, Mrs. Edward M. Hunt; art, Mrs. Samuel C. Slaughter; science, Mrs. G. G. Chandler; philosophy, Mrs. Jas. M. Ferriss; social, Mrs. C. W. Griggs.

The charter members were: Mrs. Frank Allyn, Mrs. Nelson Bennett, Mrs. Wm. Biglow, Mrs. L. D. Bradley, Mrs. George Browne, Mrs. G. G. Chandler, Mrs. Geo. Osgood, Mrs. Samuel Collyer, Mrs. P. M. Dakin, Miss C. L. Dewey, Mrs. J. M. Ferriss, Miss Cora L. Fitch, Miss Fay Fuller, Mrs. Elizabeth C. Gear, Mrs. C. W. Griggs, Mrs. C. E. Hale, Mrs. W. O. Hayden, Mrs. E. F. Jacobs, Mrs. Edward M. Hunt, Mrs. C. H. Marble, Mrs. H. K. Moore, Miss Bernice E. Newell, Mrs. Sarah Keye Christie, Mrs. Galusha Parsons, Mrs. Jacob Raynor, Mrs. J. T. Redman, Mrs. Alex. Reed, Mrs. Lester W. Roys, Mrs. S. C. Slaughter, Mrs. W. J. Thompson, Mrs. W. D. Tyler, Mrs. Frederick Watson.

The members elected: Mrs. H. L. Achilles, Mrs. Alex. Baillie, Mrs. J. C. Brockenbrough, Miss C. F. Buck, Miss Florence Dakin, Miss Ethel Ferris, Mrs. Harrison G. Foster, Miss Heartie Griggs, Mrs. J. C. Harvey, Mrs. E. A. Hatherton, Mrs. L. H. Hallock, Mrs. Robert Sale Hill, Mrs. A. K. Hiscock, Mrs. Chas. S. King, Mrs. A. W. Martin, Mrs. E. H. McHenry, Miss Rebecca McConkey, Mrs. J. W. Pinkerton, Mrs. Joshua Peirce, Mrs. H. C. Potter, Mrs. W. T. Ripley, Mrs. John Thomas, Mrs. H. D. Thomas, Miss J. H. Van Rensselaer, Miss Nettie Wallace, Mrs. Sarah K. White, Mrs. Samuel Wilkeson, Mrs. W. A. Worden.

The club entered the general federation in 1893 and the state federation in 1896. It has had a very successful career through the years. Its presidents have been Mrs. Galusha Parsons, Mrs. Fitch B. Stacy, Mrs. George R. Osgood, Mrs. George Browne,

Seven years ago Bernice A. Newell arranged her first artists' course. For years she had been a leader in musical and literary affairs, and as society editor and writer for the newspapers had used her pen in promoting good taste in art. In the seven years of her service as impresario she has brought to Tacoma many of the great singers and players, among whom were: Lillian Nordica, Schumann-Heink, Johanna Gadski, Olive Fremstad, Jeanne Jomelli, Alma Gluck, Bernice Pasquali, Corinne Ryder-Kelsey, Maggie Teyte, Emma Eames, Emilio de Gogorza, Alessandro Bonci, Antonio Scotti, Riccardo Martin, Marcella Sembrich, David Bispham, vocalists; Fritz Kreisler, Mischa Elman, Arthur Hartman, Jan Kubelik, Jaroslav Kocian, violinists; Josef Hofmann, Josef Lhevinne, Mme. Teresa Careno, Harold Bauer, Leopold Godowsky, Rudolph Ganz, Moritz Rosenthal, pianists; the Flonzaley String Quartette, the Kneisel Quartette, the Barerre Ensemble, the New York Symphony Orchestra and soloists under Walter Damrosch, the Russian Symphony Orchestra and soloists under Modest Alischuler, Genee, the famous dancer, with her entire company, and the incomparable Sousa and his band in two great concerts in the Stadium in July, 1915. Many of the artists named have made more than one appearance in Tacoma in different seasons. The list for the 1915-16 season includes Emmy Destinn, the great Bohemian soprano; Ossip Gabrilowich, the brilliant pianist, and his wife, Clara Clemens, the gifted daughter of Mark Twain; and the Kneisel Quartette of New York and Boston.

Mrs. F. W. Law, Miss. Nettie B. Wallace, Mrs. A. McL. Hawks, Mrs. Overton G. Ellis, Mrs. W. C. Wheeler, Jr., Mrs. Frederick W. Keator, Mrs. Wm. P. Reynolds, and Mrs. Lewis L. Tallman.

The day after the first regular meeting of Aloha, the Nesika Club was organized in the John Q. Mason home. "Nesika" means "our" or "mine." Mrs. John Q. Mason was the organizer of this club. The Masons at this time lived at 817 North J Street. When Mason bought the lots a great gulch bisected the neighborhood and a stair of forty-two steps led to his front door. J Street was full of logs. Where trails were opened they were deep with dust. It was a task to reach the Mason home from any direction. Conditions were considerably improved for pedestrians when the meeting to organize Nesika was called. Mrs. B. W. Coiner,—the Coiners had just built at 717 No. I Street, the home now occupied by Willard D. Smith—was Mrs. Mason's aide in the organizing process. Another helper was Mrs. Dillon, daughter of Judge Tripp. He was ambassador to Austria under President Cleveland and a member of the Samoan commission. He owned the ground where the old ball park stood, near K Street. He was a charming, cultured man and he attended many of the Nesika Club's meetings. The charter members of Nesika were: Mrs. W. P. Bonney, Mrs. B. W. Coiner, Mrs. Mary E. Coiner, Mrs. Harris A. Corell, Mrs. C. H. Dillon, Mrs. James C. Drake, Mrs. Jay C. Guyles, Mrs. Julia Hardenburgh, Mrs. Meriden S. Hill, Mrs. Lyman U. Loomis, Mrs. J. Q. Mason, Mrs. Horace Richmond, Mrs. L. E. Sampson, Mrs. George J. Turrell and Mrs. James A. Wintermute. Hon. Bartlett Tripp was made an honorary member.

The present officers are Mrs. Conrad L. Hoska, president; Mrs. D. A. Gove, vice president; recording secretary, Mrs. J. H. March; Corresponding secretary, Mrs. E. A. Younglove; treasurer, Mrs. Charles E. Hill. Mrs. D. T. Davies is chairman of the executive committee.

The Woman's Club—the first women's organization in the state to enter actively into civic work, also was organized in the Mason home, in 1904, a meeting having been called by Miss

Nettie Wallace, now Mrs. John H. Williams. It grew out of an attempt to form a city federation of clubs. The place of its birth was at 912 North I Street. Its first important achievement was the opening, with Mrs. Roger E. Chase as manager, of the Woman's Inn, 714 Pacific Avenue, in 1905. It had sixteen sleeping rooms, and it conducted the first cafeteria in the city. The Inn, which was for working women, paid expenses and was operated until the Y. W. C. A. made a third—and this time successful effort to get on its feet, and proceeded to fulfil a mission all its own. This institution, being national in scope, and well organized with paid employes, meets a need which no other organization meets. It has had the untiring help of such women as Mrs. W. W. Seymour, Mrs. Elmer M. Hayden, Mrs. W. F. Geiger, Mrs. W. C. Wheeler, Mrs. M. L. Clifford and Mrs. George C. Wagner, the present president. In a comparatively short time it has been compelled by its growth to leave quarters at Eleventh and C streets for larger rooms at 933½ Broadway, and within recent months to the old Elks Building on Pacific Avenue, north of Ninth Street, where excellent quarters are provided. The secretary of the association is Miss Belle N. Jeffery.

The Woman's Club has been called the mother of the Club House Association, though that really has a more remote ancestry. Twenty-three years ago a meeting of club women was called in the Montello Hall, South Fourth Street and Tacoma Avenue. This was quite an important gathering place in its day. A part of the building remains. A large crowd of women attended, the building of a women's club house was discussed, and Mrs. Galusha Parsons, Mrs. James C. Drake and Miss Charlotte Dewey were appointed to forward the enterprise. The Club House Association movement has been before some of the club women in some shape or other ever since, and within recent years they began a fund. Last year their hopes were attained, chiefly through the tireless persistence of Mrs. J. W. Brokaw, now president of the association. The association last year bought the old I. W. Anderson home on Broadway for $18,000. Some time before this the clubs had a plan for holding their meetings in the State Historical Society Building and they

MRS. EMMA SMITH DE VOE

Leader of successful campaign for equal suffrage in 1912, organizer of the National Council of Women Voters and its president

gave $7,000 toward the erection of the second unit. The presidency of the Woman's Club has been held by well known women: Mrs. Abbie E. Danforth, Mrs. J. Q. Mason, Mrs. Henry McCleary, Mrs. Isabel Fonda, Mrs. Horace G. Scott, Mrs. F. J. Schug, Mrs. George D. Hanscom, Mrs. J. W. Brokaw, Mrs. Leonard Crasweller, Mrs. John M. Gaynor, and Mrs. Florence Liston.

The present Mason home at 2501 North Washington Street, which has been a sort of community center ever since it was built in 1905, was the state suffrage center in 1910, when the women won the ballot. Here Mrs. Emma Smith DeVoe made her headquarters much of the time. Mrs. Mason was Pierce county manager, and vice president of the State Suffrage Association. Mrs. DeVoe and her helpers here devised the plans of the campaign which was won chiefly by a careful avoidance of militancy and extraneous issues, and a smiling concentration on equal suffrage. It was a good humored campaign. Having won it, Mr. and Mrs. DeVoe removed to Tacoma and built a handsome home at Parkland. In the Mason and DeVoe homes was organized the National Council of Women Voters, with a membership in each of the suffrage states. Mrs. DeVoe is national president. The organization is now publishing a monthly paper, the Vanguard, with Mrs. P. J. Fransioli, a pleasing writer, as its editor. Mrs. DeVoe is called frequently to other states to assist in suffrage campaigning, and she has an international acquaintance among prominent suffrage workers.

The Aurora Club, which studies history and art, has been organized since May, 1902. Its charter members were Mrs. W. N. Allen, Mrs. A. W. Catton, Mrs. F. L. Davis, Mrs. John Donahue, Mrs. G. S. Libbey, Mrs. F. J. Shields, Mrs. F. C. Strout, Mrs. Arthur Sturley and Mrs. N. E. Walton. Mrs. F. L. Davis was president for eight years. Mrs. J. H. Hammond now holds the office. The membership is limited to sixteen.

A work which is interesting about 1,500 Tacoma women grew out of the Mothers' Congress meetings at the Pacific-Yukon Exposition in Seattle in 1905. Impetus was given to the movement at a meeting held at the home of Mrs. F. R. Hill in Tacoma in January, 1911. A central circle was formed with Mrs. Elwell

H. Hoyt as president. Practically every school neighborhood in the city now has an active Parent-Teacher Circle. These groups consider school matters, children's welfare, the public health, and many other subjects. Mrs. Hoyt threw her whole soul into the work, perfected the organization and pushed its growth, and she called the first state convention in Tacoma. In the election of state officers important posts were given to Mrs. W. W. Seymour, Mrs. A. Coutts, Mrs. E. E. Rosling and Mrs. Mary D. Perry, all of Tacoma. In 1913, State Superintendent Dewey, recognizing the value of the movement, began issuing a Parent-Teacher bulletin. In May, 1912, Tacoma again entertained the state convention and Mrs. Hill was made honorary state president for life by unanimous vote, and Mrs. J. C. Todd of Tacoma, and Mrs. Robert Montgomery, wife of the able editor of the Puyallup Valley Tribune, were honored with offices. Mrs. E. E. Rosling, for seven years state treasurer, died in 1914.

A step that centralized and solidified the work of the Women's Clubs was the organization of the Presidents' Council by Mrs. Amy P. Sewall Stacy, a gracious woman who left her affectionate impress upon club life in the Northwest. She had come to Tacoma from Iowa in 1888 with her husband, Fitch B. Stacy, and two children, Ralph S., now president of the National Bank of Tacoma, and Mary, now Mrs. Alexander Thompson. Her first work was with the W. C. T. U. which then was the leading woman's organization. When Aloha and Nesika in 1896 joined in a call for a federation of clubs, Mrs. Stacy was president of Aloha, and she presided at the first federation convention, held in Tacoma. She became known as the "Federation Mother." Her genius in organization made her the leading figure in the Women's Club movement in the West. Later she became professor of Bible Literature and History in Whitworth College. In 1908 the consolidation of club interests became an apparent need and Mrs. Stacy formed the Presidents' Council, composed of presidents of all clubs that desired to join it. The plan immediately was successful. Mrs. Stacy was made president and for four years she served, guiding the organization along sane lines, avoiding the sensational, and endeavoring always to sift the facts before definitely acting. And when she

MRS. AMY P. S. STACY
Prominent in club circles of the state

died in July, 1912, at the age of seventy-three, the community mourned. For twenty-four years she taught the Men's Bible Class in the First Presbyterian Church, in addition to her other duties. The presidents of the council since her death have been Mrs. F. J. Schug, Mrs. James A. Hayes and Mrs. C. P. Balabanoff.

The leading women's clubs of the present and their presidents are: Avon Study, Mrs. A. W. Johnson; Aloha, Mrs. L. L. Tallman; Altrua, Miss Nell Eidemiller; Arequipa, Mrs. H. R. Chantler; Alpha Study, Mrs. C. K. Staudt; Aurora, Mrs. Jennie Hammond; Business Women's, Mrs. Edna B. Lund; Carey, Mrs. C. M. Bligh; Cosmopolitan, Mrs. Thompson; Child Study, Mrs. J. L. McMurray; Dixie Chapter of U. D. C., Miss Julia Fletcher; Forethought, Mrs. R. E. Breckenridge; French, Mrs. C. D. Danaher; Illahee, Mrs. S. A. Small; Illema, Mrs. E. L. Davies; Ladies' Musical, Mrs. F. W. Keator; St. Cecilia, Mrs. L. T. Dempsey; Home Economics, Miss Blanche Hazelton; Tahoma, Mrs. E. E. Beckwith; Nesika, Mrs. Conrad L. Hoska; Officers' Council, P-T. A., Mrs. William F. Dodge; Monday Civic, Mrs. J. E. Tisdale; Progressive Study, Mrs. J. D. Knight; Woman's, Mrs. Florence Liston; Tacoma Woman's Study, Mrs. Henry DeLin; Witenagemote Round Table, Mrs. James Cammack; Tuesday Study, Mrs. Roy F. Tyler; Twentieth Century, Mrs. Edwin Clark; Mary Ball of D. A. R., Mrs. C. A. Pratt; Virginia Dare of D. A. R., Mrs. John A. Parker.

Within recent years the clubs have dealt with the pure milk problem; the pure food question, in which Mrs. Overton G. Ellis and Miss Esther Allstrum won a wider than state fame; with the city jail, whose miserable inhospitality continues in spite of wide criticism; with smoking on street cars, which recently was stopped; with public comfort stations; with cigarette-smoking, and with many other problems needing remedy, and in most cases the women have succeeded in bringing about reforms. In a way the women's clubs have superseded the improvement clubs which for a number of years reveled in popularity, and which were centralized by the late Dr. S. M. LeCrone in the Central League with R. D. Lytle as president. Most of these clubs were poisoned to death by politics—a fate which the women's clubs thus far have escaped.

CHAPTER LIX

1892-3—COMING OF THE PHRA NANG FROM ORIENT—WOOLEN MILL IN OPERATION—A STIR IN UNION LABOR CIRCLES—FRANK ROSS' RAID ON INDIAN LANDS—UNITED STATES TROOPS CALLED—CHIEF "LINK" DAVIS ACCUSED—COUNCIL INVESTIGATES SCANDALS—CITY $500,000 IN DEBT—CITY CLERK ARRESTED—DEPUTY CLERK CONVICTED OF FORGERY—WASHINGTON COLLEGE CLOSED—DEATHS OF TWO PIONEERS—FIRST APPLES SENT TO ORIENT—BLIZZARD SWEEPS CITY—WOMAN FREEZES FEET.

Few events in Tacoma's history have attracted greater attention than the coming of the Phra Nang—the first steamship to come to Tacoma from the Orient, June 17, 1892. She was one of the fleet which the Northern Pacific Railroad had employed for the oriental trade. Charles E. Marvin was chairman of the reception committee. The steamer Francis Cutting carried the committee, a band and many citizens out to meet the ship. Just beyond Brown's Point the liner was met. The Cutting whistled a signal and a fifteen-gun salute was fired from the cannon on the bluff at Eighth Street. Hundreds of Tacomans hastened to the waterfront to see the steamship tie up. Captain Watton, surprised at the reception, came ashore. A flat car had been turned into a speaker's platform. C. E. Hale introduced H. A. Corell, Captain Watton, Charles E. Marvin, A. N. Fitch, Dr. H. H. Cole, Col. Albert Whyte, Thad Huston and Orno Strong.

The Phra Nang, pronounced "Pre Nahng," was launched at Glasgow, Scotland, June 17, 1890. She had a registered tonnage of 1,021, her average speed was eleven knots an hour though she could make thirteen. Her officers were English, her crew Chinese, and she brought tea, silk, sugar, rice, curios, firecrackers and Japanese liquor. On board were 183 Japanese bound for

San Francisco and Portland. They were dressed in ready-made white man's clothing which fitted them little better than gunny sacks and they seemed to wear their collars just as uncomfortably detached from their shirts as fastened, some preferring them one way, some the other. Resplendent in white cotton gloves several sizes too large, they tried to carry the white man's burden with dignity.

Phra Nang is a Siamese word meaning "the second wife of the king"—the first wife being called Somdetch Phra Nang. As the king was said to possess thirty-two wives, names should have been easy with him.

The Tacoma Woolen Mill, L. Walker, manager, was placed in operation July 28th, with 200 persons employed, and 70,000 pounds of Washington wool, costing 18 cents a pound. The building at the head of the bay, consisted of a main building 120 by 60 feet, four stories high, a 40 by 40 boiler house, a scouring house, 126 by 50, and a picking house, 40 by 30. At this same time James Bretherick had leased the old Lake Steilacoom Mill and was preparing to turn it into a woolpicking establishment and tannery. The Tacoma concern produced its first blanket, and a commendable product it was. But like scores of the woolen plants of that day and for years before, it did not pay. Its officers turned the company into a clothing concern, selling—not making—men's suits, and it prospered.

It was in 1890 that the Northern Pacific Railroad first began trying to give to the city for park purposes the parcel of ground lying between Pacific and Cliff avenues, and South Seventh and Ninth streets, and the offer was renewed in 1892. It has been renewed many times since. The council was so fickle in its park appropriations in the early '90s that the park board would not take the property and various reasons have prevented its acceptance since. Some day the city will reach the very important duty of beautifying the bluff by one method or another.

Robert Bruce, an iron moulder, stirred union circles and interested employers when he filed suit in June, 1892, against David Lister, John Meads, Ernest Lister, Thomas E. Fisher, Charles C. Steinberg, Jonas Jennings, George Snow, James Murphy, George Murphy, Fred Paitz, C. J. Olsen, B. F. Stoyer, George

Freeman, David McAdams, William Cothrop, Alonzo Miner, Schuyler Yesler, Charles Neberding, J. A. Bishop, John C. Cunningham and John Hartman, alleging that they, as members of the iron moulders' union, had prevented him from procuring employment for three years because he, with his helper, in the Cherry & Parks Foundry, had made five sewer rings in one day. He received notice from the union to appear for trial for "having raised the day's work of moulders in this place." David McAdams, Michael Toole and Schuyler Yesler signed the notice. Bruce was fined $5, which he refused to pay, and was suspended, but several months later he paid, and received a receipt, signed by Ernest Lister, saying: "This is to certify that Robert Bruce has paid the $5 due from him to the iron moulders' union, and he can go to work at any time when he gets a job."

He was reinstated and immediately fined $25 for "scandalizing Brother Kennedy." Bruce charged union persecution and said it was inspired by members because he did not spend his money for liquor. Bruce lost his case in court.

Labor circles further were excited when Wong Chung and Kong, representatives of the Oriental Trading Company, opened a store room in the Bostwick Block, which had been rented for them by other persons. They expected to export flour from Tacoma and sell Japanese and Chinese merchandise. The municipal authorities assured them that they would not be molested. They were the first Chinese to venture in business here since the '85 eviction.

Frank C. Ross tried to build a railroad across the Indian reservation in 1892. His announced plan was to complete a line between Tacoma and Seattle. His scheme was to interest the Indians themselves in this railroad project and have them do the work on the roadbed through their land, thus evading the law that kept white men and their railroads off of it. President Grover Cleveland at once ordered troops from Vancouver barracks under Captain Carpenter, to stop Ross' railroad operations. The troops left the train at Seventeenth Street and marched to the docks, where they boarded the steamers George E. Starr and North Pacific and were carried to Brown's Point. Captain Carpenter instructed his men to remove the Indians without using their

ARRIVAL OF THE PHRA NANG, THE FIRST STEAMSHIP FROM THE ORIENT, JUNE 17, 1892

weapons. Fisticuffs, wrestling and vigorous scuffling followed. The captain informed Ross that loaded guns would be used the next day if the Indians returned to the work. Ross' lawyers obtained a writ under which Captain Carpenter was arrested by Charles Woolery who found the officer in his tent, and took him to Seattle, where Ross won in the courts. He lost, however, when the case reached the Court of Appeals in San Francisco. Afterward Ross bought the tidelands and he figured in a large way for many years in attempts to have them developed.

Councilman Steinbach in July renewed his charge that Chief Davis was permitting saloons to operate without licenses, and the council voted to investigate. The police force consisted of eighty-seven men and the council instructed the chief to dismiss thirty-seven of them.

Through August and September the council was investigating various officers. Members of the board of public works were playing into each other's hands. City teams were employed in excavating for private individuals, it was said, City Clerk Smyth was accused of discounting time checks, Street Superintendent James and Foremen Ducommon and Welfinger were under fire. Smyth, when placed on trial, admitted that he had discounted three warrants for men who were in a hurry for their money, but that he had used his own funds and had charged the men but $1 each. Doctor Gove filed affidavits showing that Smyth had discounted five warrants. Councilman Berry said the board of public works professed to know nothing about excavating at Ninth Street and Tacoma Avenue, yet there was a bill of $450 for filling a nearby alley, and though the finance committee had rejected the bills, the board had paid them. A similar case developed in the Union Avenue grading job. The council censured the board and City Clerk Smyth for "irregularities."

The city payroll was gorged. Employes were far too numerous and salaries too high for the times. The total salaries amounted to an annual tax equal to $16 for each man, woman and child in the city. May 27th the council cut off $35,000. Chief of Police Davis reduced his force to forty men.

The city already was $500,000 in debt. Controller Slaughter gave stern warning to the council. That body had flirted again

and again with the salary question without a definite action, though the commercial club, at an indignation meeting, had shown the way to a great reduction in salaries. The council seemed still to be wearing the rosy spectacles of 1890 and saw the world bright and prosperous, and it had just invested $20,000 in two blocks of land at Twenty-third and Adams streets for a public market. That was a great sum of money at the moment, but it may have been a wise expenditure after all as it seems to have brought to the city an additional number of farmers with cheaper garden produce. About thirty-five wagons were using the stalls at a rental of 10 cents a day. With the hope of giving employment, and at the same time to meet a glaring need, the people in May of '93, voted for $500,000 in sewer bonds—$450,000 for the Edison sewer, $50,000 for the West End sewer, and $6,000 for the East I Street sewer. The vote was 1,853, or 376 more than the necessary three-fifths majority. The Eleventh Street Bridge proposal was still hanging fire. The board of public works, which three times had rejected bids for the bridge, finally let the contract, the following spring ('94) to the King Bridge Company of Cleveland, Ohio, at $76,696. Robert Wakefield was the Tacoma representative of the company. The board sold the special bridge bonds to C. Van Horne.

Turmoil in the city hall continued, leading up in October, '93, to the arrest of City Clerk Smyth, charged with embezzling a peddler's license fee of $60. A general investigation was in progress, Doctor Gove being one of the energetic directors of an inquiry which, many leading citizens long had believed, would lead to a haul. The Chamber of Commerce demanded a 50 per cent cut in salaries, which aroused a storm of protest from the city hall. A wider protest was made when the grand jury adjourned in February of '94 without indicting a number of men who, the public thought, richly deserved it. In that month the council at last announced heavy cuts in salaries.

February 17, 1893, while his accounts were under the scrutiny of investigators, Deputy City Clerk Francis D. McCain disappeared. It was discovered that he had been forging warrants, with his brother James, who also had left town as an accomplice. The warrants for their arrest charged thefts of $877.50. The

PIERCE COUNTY COURTHOUSE
Picture taken when it was being completed in 1893

forgeries were so perfect that those men whose signatures they had used were deceived. The brothers were captured in Victoria. Francis was found guilty and sent to prison.

The old planking on Pacific Avenue was in bad condition and the council decided to pave from Seventh to Seventeenth streets with a six-inch base of concrete and cedar blocks. Physicians said the planking was a menace to health, and that if cholera, then appearing in New York, should reach Tacoma, the planking would be a pest hole. Later the council changed its desires to bituminous rock. The Tacoma bituminous paving company was the only bidder, at $69,980. But the city waited a long time for the paving. Controversy caused the delays.

Washington College was approaching dissolution. The attendance never had been as high as its hopeful progenitors had expected. Its director, Mr. D. A. Pulford, who had been in charge for about four years, thought he saw a saving plan. That was to remove it to the open places near the lakes where the boys could be separated from the distractions and temptations of town life. A large tract of land had been offered free. The trustees were afraid to undertake so radical a remedy. They were hoping to make a real college out of it. Pulford resigned and Mr. Jeffreys took the institution but the atrophying process continued and in another year Washington College had closed. Its $50,000 endowment, given by C. B. Wright, passed into the treasury of Annie Wright Seminary. Mr. Pulford, confident of his own plan, announced the opening of a boys' school on the prairie in 1893. He named it DeKoven Hall in honor of Dr. James DeKoven, who, in Racine, Wis., conducted an excellent school which Mr. Pulford had attended. He first established his school on the old Captain Ainsworth Farm, where the Portland millionaire had tried his hand at pastoral pursuits and had diverted the course of Clover Creek.

Afterward the school was moved to the old Davisson Farm, on Steilacoom Lake and there it now is, with Mr. Pulford still in charge and doing good work. The attendance is usually from forty to fifty boys.

At the home of his daughter, Mrs. Clara Peterson, 3414 Pacific Avenue, Capt. Warren Gove, age seventy-six, died Octo-

ber 9, 1892. He was a native of Maine, came to the Pacific Coast in 1851 and to Steilacoom in 1852. He served in the Legislature, was Indian agent at Puyallup and through the Indian war was quartermaster at Fort Steilacoom. Left three daughters, Mrs. Alice Latham, Mrs. Fannie McReavy and Mrs. Peterson. A few days later, on November 14th, another widely known pioneer, W. R. Downey, died at the home of his son-in-law, Police Sergeant Leslie D. Ellis, 1335 E Street. He was born in Kentucky March 6, 1808, and was one of a family of fourteen. His father was a soldier of the Revolution under Washington. He and his family came to Washington with the Biles-Longmire party, by way of dreadful Naches Pass, in 1853. Downey was the father of twelve children, four of whom were then living—Mrs. Louisa Guess, Robert M. Downey, John M. Downey and Mrs. Ellis. Grandchildren were Mrs. George Kandle, Mrs. Scott Hewitt, Mrs. Jennie Clark, Mrs. George Misner and William Guess.

The Rapid Transit Railroad Company was incorporated October 19th to build an electric line between Tacoma and Seattle. The county commissioners granted a right-of-way over the county roads. The Thomson-Houston Electric Company was to construct and operate it. John Snyder was president and Lewis D. Craig, secretary, of the railroad company. This was the second attempt to build a line to Seattle. It got no further than incorporation.

Another incorporation was that of the Puget Sound & Hawaiian Traffic Company with E. F. Cadwell, John D. Scholl, F. S. Harmon, J. W. Berry and W. E. Simpson, as the stockholders. The aim was to operate steamships to the Hawaiian Islands. Many of the manufacturing firms were financially interested in this undertaking.

Frank Alling had just shipped twenty-six boxes of fine apples to Hong Kong on the Zambesi—the first shipment of Washington apples to the Orient. They were sold at $100 a ton. Each apple was wrapped in paper, the boxes were of planed lumber, and the varieties represented were Baldwin, Rubicon, Redcheeked and Newtown Pippins.

The winter of '92 is still a matter of remark by those who remember it. In twenty-four hours November 17-18, 3.07 inches

of rain had fallen. Old residents said it was the heaviest rain in forty years. Railroad service was suspended for several days. This was followed January 26th by a severe freeze and snow storm. The cold continued for two weeks. Car traffic was suspended at one time. The Point Defiance Line kept in operation only by rehabilitating its old steam motors. Falling wires one night disabled 400 telephones, and closed the light plant. Hjalmer Jensen made a pair of skis and enjoyed the sport of his native Finland by sliding down Tacoma hills.

Mrs. Russel, a poor woman living near the Franklin School, had placed her little boy in the children's home, in the Buckley Addition, so that she might work. The bill for his lodging was about to become overdue, and on the day of the storm she started for the home to pay it. She reached there exhausted and desired to spend the night. The water pipes in the building had burst, covering the floors with ice, and crowding the inmates until no more could be accommodated. The poor woman went out into the storm, but she soon became so exhausted that she was taken into one of the residences and it was found that her feet were frozen. Early in the autumn the Indians had predicted a severe winter.

A Chinook wind rose, rain began to fall, the streams soon were all out of their banks, mud slides delayed trains, and February 13th Weather Observer Culver said that 8.34 inches of rain and snow had fallen since the storm began.

The real estate transfers for the year '92 totaled $8,541,565. February was the largest, with $1,200,928, and July, with $101,-894, the smallest. Bank clearances showed a decrease compared with '91, the total being $47,982,506. There had been 803 buildings erected at a cost of $1,664,330. Accidental deaths, 19; murders, 3; suicides, 11; total births, 794; total deaths, 372. Rapid progress had been made in manufacturing.

CHAPTER LX

THE MOUNTAIN NAME—ACADEMY OF SCIENCE CALLS INDIANS AND PIONEERS AS WITNESSES—PLUMMER'S GUIDE BOOK—SENATOR SQUIRES' ACTION—TALK OF COMPROMISE—INTERCITY COMMITTEE'S WORK—CITY NAMED AFTER MOUNTAIN—CURIOSITIES OF THE MOUNTAIN—OLD REGISTER STOLEN—EXPENDITURES ON MOUNTAIN WORK AND ROADS—PRECIPITATION—RICKSECKER'S ROAD—RAINIER NATIONAL PARK COMPANY—POWER DEVELOPMENT.

The Tacoma Academy of Science had been formed and had begun a work that soon was attracting national attention. It was led by a group of intellectual lights, and at its meetings were discussed many important subjects. The community long had been interested in the name of the mountain, which had been a bone of contention between Seattle and Tacoma for many a day. At a meeting February 7, 1893, in Annie Wright Seminary, the academy took up the question, "Is it Tacoma or Mount Rainier?"

Great preparations had been made. General Kautz had been asked to attend and a number of well known Indians had been invited.

The presiding officer said he would call for testimony from the best qualified to know the real name. He first introduced General Kautz, who in 1857, had attempted to climb the peak and who had been among the Indians of the Northwest for some time before that. He testified that he had found the name to be, in the Indian tongue, "Tahoma" or "Tacobet."

Lieutenant Van Ogle, who had fought through the Indian war, said that the Indians called it "Tahoma," though one old chief who in early days had taught him the Chinook jargon called it "Tacobet."

Jack Simmons, an Indian, asserted that all the Sound Indians called it "Tacobet," but that "Tacoma" was about as close as the whites could get to the pronunciation. Old man Hiaton, then eighty years of age, through George Leschi, interpreter, said:

"I see all the ladies and gentlemen. I am going to call the name of the mountain—the name God gave it. God put me down here before you came here. He put me here for seed—perhaps he sent you here. My people call mountain 'Tacobet' —George, his name, (pointing to George); 'Tacobet,' mountains name—nobody can change—that is all."

John Powers, whose mother was an Indian, and father a white, said the Indians called it "Tacobet," and George Leschi, three-fourths Klickitat, gave the name as "Tacobet," although the Klickitats called in "Tahoma."

Judge James Wickersham quoted a letter from B. F. Shaw, widely known in the territory and state for many years, which said that "Tacoma Sladah" came from the Skagit language and meant "a woman with plenty of nourishment in her breasts," and that mountains were called "Haik-Tacomas" because they resembled a woman's breasts—and were supposed to furnish plenty of nourishment to the lesser mountains. "The first author that I remember using the word was Theodore Winthrop; he called the snow peaks 'Tacomas,' " Shaw wrote.

A letter from James G. Swan, a well known student and writer, said the Nisqually and Puyallup word was "Ta-ho-ma," or "Tah-o-mah." He gave the Clallam name for Mount Baker as "P'kowitz," "Puhk-white," or "Kowitz."

"Every Sunday," the Fuller weekly, sometime before this had published an interview with C. P. Ferry, who had said:

"When or where do they think we got the name of Tacoma for the city? We didn't invent it. Where had we even heard it? Why, it was the name of the mountain. I named this city and I named it after the mountain. Where did the mountain get the name? Why, the Indians always called it by that name, Ta-ho-ma."

P. B. Van Trump was quoted as having said that Sluiskin, who guided him and General Stevens to the mountain in 1870, called it "Tah-ho-mah," pronounced with great awe and rever-

ence. Sluiskin believed the mountain was the abode of a powerful spirit who was the author of the mountain's eruptions and avalanches. The Yakima definition of "Ta-ho-ma" was a rumbling noise, while another tribe gave it "the gods."

Another witness was Jacob Kershner, who had come to the Sound in 1849 as a soldier, and who knew the Indian language very well. He said the Indian name for the mountain was "Tacoba." The fact that the Indians interchanged "B" and "M" gave the whites difficulty in learning many Indian words.

The president of the Academy of Science was Hon. Frank Allyn; its vice presidents, Arthur E. Burns, Gen. August V. Kautz, Prof. R. S. Bingham, Attorney Edward Eric Rosling and Mrs. A. H. W. Raynor. Meriden S. Hill was secretary, and the heads of departments were: William Curtis Taylor, science; Fred G. Plummer, Alpine Club; James Wickersham, history; Charles P. Culver, law; Mrs. C. W. Griggs, literature. Judge Wickersham interviewed or caused to be interviewed about sixty leading Indians regarding the name of the mountain and its definition, and all of them signed documents testifying that "Tacoma" or "Tacobet" was the word, and they all desired "Rainier" to be dropped. Peter Stanup, a well known Indian preacher, helped the investigation along. In the following May he was drowned in the Puyallup River. He said the mountain sometimes was known as "Tuwouk."

Among the Indians who testified was Angeline, daughter, and Moses, son of Chief Seattle, who said their father always called it "Tacobet"; Mrs. Sitwell, wife of the chief of that name; Mrs. Napoleon, daughter of Leschi; Mrs. Napoleon, daughter of Chief Kitsap; Mr. and Mrs. Burnt Charley; Mr. and Mrs. Yelm Jim, Blind Bob, Bersy Bill, Mrs. Old Jack, Texas Bill, Abraham Lincoln, Louis Yowaluch, Charles Wannassay. Gen. Hazard Stevens, Rev. Myron Eells, John Flett, Elwood Evans and many other pioneers who had learned the Indian language added the weight of their knowledge to the "Tacoma" side of the scale.

There never was, and never can be any attempt at defending the use of the name Rainier, except that it is the "official name," fastened to the mountain by Captain Vancouver, who distributed

nomenclative honors among his friends whether they were deserving or not. Admiral Rainier was a comparative nobody in the British navy and in the War of the Revolution he had added whatever force he possessed to the effort to repress the American colonies. He never was nearer the mountain than the deck of his ship in the Atlantic Ocean. The mountain was officially collared with the name by Senator Squire, without consulting anybody outside of his home city. Several attempts have been made in the passing years to change the name and there was a time when Fred G. Plummer, a member of the Board of Geographic Names, and always a true friend of the mountain, believed that the board was ready to hear the argument. Plummer published in the '90s a guide book to the mountain in which he set forth its chronology as follows:

1820 (?)—Eruption.
1843—Eruption.
1846—Eruption.
1853—Winthrop records legends.
1857—Lieutenant Kautz attempts ascent.
1870—Stevens-Van Trump ascent.
1870—Ascent (?) by Emmons party of three.
1880—Bailey Willis maps northwest slope.
1883—Ascent by Van Trump party of two.
1884—Slight eruption of steam.
1886—Paddock party established Camp of Clouds.
1887—Fred G. Plummer mapped southern slopes.
1888—Ascent by Ingraham party of nine.
1889—Ascent by Nichols party of two.
1890—Ascent by Hitchcock party of five.
1890—Ascent by Fay Fuller party of five.
1891—Ascent by Van Trump and companion.
1892—Serviss party. Tacoma to Crater Lake and return in three days.
1892—Ascent by Bayley and companion.
1892—Ascent by Dickson party of six.
1892—Entire mountain mapped by Fred G. Plummer.
1893—Washington Alpine Club incorporated.
1893—Mount Tacoma made a reserve.

In the years since the Academy of Science radiated in Tacoma the mountain name has occupied much space in the public prints. Even as far back as the early '90s some attempts at compromise were made, and the name "Mount Harrison," after President Harrison, had some vogue. "Tacoma" had then and now has, many loyal supporters away from home. The Smithsonian Institution early took a favorable stand.

While the Indians were giving of their knowledge concerning Mount Tacoma they also gave the original names of other mountains. Mount Adams was "Pah-to" and Mount St. Helens, "Seuck" or "Seuk." Chief Seattle's son Moses said his father's name was "Seachl" and not "Seattle." Moses then was a student in Forest Grove Indian School, Oregon. He was an intelligent man. Jay Lynch, U. S. Indian agent, said the Indians about Fort Simcoe called Mount St. Helens "Lah-me-lat-clah," meaning fire mountain. Mount Baker, the Indians said, was "Kualshan."

Col. John Puget, great nephew of Peter Puget, wrote from England, favoring the Indian name. The editor of the Archeologist favored it, and several professors of note added their friendly testimony. Henry T. Finch, an author, known internationally as a music and art critic, wrote on behalf of "Tacoma" for many years, quite recently contributing on the subject to the New York Post. George P. Serviss' great abilities as an orator were directed in behalf of the Indian name. Several colleges and historical societies took action and a considerable number of newspapers and some of the leading magazines called it "Tacoma." The true meaning of the word seems to be "snow-covered mountain"—that's the Indian testimony. The definition sometimes heard—"nourishing breast"—is believed to be fanciful. A few of the Indians said it meant "rumbling noise." The passing of time apparently has not softened the acerbities of the earlier days. Many of the leading men of Seattle and Tacoma strongly favor a compromise. This became emphatic when some of the railroad companies raised objections to the use of hyphenated "Rainier-Tacoma" in their advertising matter. When the Intercity Committee was organized about four years ago by T. H. Martin, then the able secretary of the Tacoma Commercial

JULES STAMPFLER

He is the veteran guide on Mount Tacoma and at the close of the 1915 season he had made a total of 128 ascents.

A. H. DENMAN

A friend of the mountain. His lectures on Mount Tacoma, and pictures of its crags and flowers, have done much to popularize it.

Club, there was hope that the closer relations brought about between Tacoma and Seattle in the co-operative effort to procure mountain appropriations from Congress would bring the quarrel over the name to a head. It did have the effect of softening the tones of the newspapers of both cities whose editors were awake to the probability that if the echoes of controversy reached Congress they would be used as an excuse to escape making the needed appropriations. It was a situation like this that prevented the presentation of the name case when Fred G. Plummer thought the time was ripe. Plummer's brother, George H., was instrumental in giving to the mountain one of the greatest advertisements it ever had. In 1894 he suggested to Palmer Cox, who then was publishing his "Brownies," which attracted national attention, to let his little make-believe people visit Mount Tacoma, and it was done. In more recent years Benjamin Harvey has been pursuing the name Tacoma, finding it in many places. For a number of years some three dozen cities had "Tacoma" laundries, this due to the wide advertising given in the earlier days to "Tacoma, Wash.," or "Take home a wash." The word thus has been played with by many advertisers of various articles in the past thirty years.

The reply which enemies of the name as applied to the mountain make is that it is a generic term applied indiscriminately to mountains. Wickersham made the point that there was no instance of the name being applied to any other mountain. The argument always has been with the name "Tacoma." Perhaps it may be adopted some day. If that is not done, then a compromise certainly is to be made sooner or later. In the course of a recent revival of the intercity tilt over the name, Charles T. Conover, a Seattle newspaper writer, and a former resident of Tacoma, said that the Indian name of the mountain was "Tiswauk." Conover got this name from Peter Stanup, he said. Jerry Meeker immediately replied that though he had known Stanup for many years, he never had heard him use the name "Tiswauk," and, Meeker continued, there is no such word in the Puyallup-Nisqually tongue. The Skykomish Indians, he said, gave to the mountain a name somewhat similar—"Tawauk" or "Twauk." Meeker, who has discussed the subject with many of

the old Indians, is a firm adherent to the name "Tacoma," by which, he asserts, the mountain was called for unnumbered centuries before the brilliant pen of Theodore Winthrop put it on paper.

The story is told of the name controversy coming up between Prof. E. S. Meany, the well known historian, of Seattle, and A. H. Denman, the Tacoman who has been so much of a force in making the mountain known by his photography and lectures. Denman finally swung into the argument, which he knows from beginning to end. Meany listened intently as Denman made point after point. At the conclusion of the recital Meany said:

"Mr. Denman, you have fully convinced me that the name should be 'Mount Tacoma'—but it isn't."

It long has been regarded by Tacoma as an evidence of Seattle's obtuse intelligence or unreasoning stubbornness that even her college professors decline to accept the evidence submitted by practically all of those who had first contact with the mountain and the Indians. These were Winthrop, Kautz, Stevens, Van Trump, Shaw, Swan, Van Ogle and others. Surely all of the dozens who have testified in behalf of the euphonious and meaningful word were not misled by a foolish affection for the City of Tacoma, as our neighbors often allege, as they charge that an attempt is being made to name the mountain after the city. Let us remember that Winthrop's book containing the name was published in 1862, while Tacoma was not named until 1869.

It was August 18, 1893, that Jules Stampfler made his first ascent of the mountain, in preparing himself as a guide. Up to the close of 1915, he had made 128 ascents. In 1909 he made seventeen ascents with parties. The season of 1915 was the earliest and longest ever known, and 1906 was the most dangerous, on account of avalanches from Gibraltar rock. However two large parties went up—Guide Len Longmire taking a Y. M. C. A. and Stampfler the Tacoma Boosters. No ascents whatever could be made in 1902 because all the icebridges had been broken down. The largest caves in the glaciers were seen in 1907 and 1915. Jules and Joe Stampfler both testified that the snout of the Nisqually glacier has receeded in twenty-one years no less than 900 feet. The most recent measurement of the mountain,

EUGENE RICKSECKER

He built the great railroad that leads from the National Park Inn to Paradise Valley

made in 1913, fixes its height at 14,408 feet. Scientists believe it once to have been at least 2,000 feet higher. That was before a great eruption, which blew off the peak.

A dead goose was found on the mountain top in 1909. Climbers have seen curious things up there: the tiny red worms in the snow; weasels pursuing mice; butterflies; small birds of many varieties; and one party saw a gray squirrel. Gray wolves have been seen above the snow line in pursuit of mountain goats, now and then a cougar is seen at a high altitude slipping over the snow in pursuit of food, and bears in the autumn go up between the glaciers after blueberries. The Stampfiers say that goats are most numerous on Kautz glacier. The Kautz is one of the six glaciers that originate at the very summit, the others being Ingraham, Nisqually, Emmons, Winthrop and Tahoma. The great mountain covers 100 square miles. It is fifty-six miles from Tacoma by air line; by road the distance to Paradise Inn, which has succeeded the camp which John Reese conducted for about fifteen years in Paradise Valley, is seventy-eight miles. Paradise Valley was named by the Longmires in the '80s. At the 10,000-foot altitude the circumference of the mountain is seven miles.

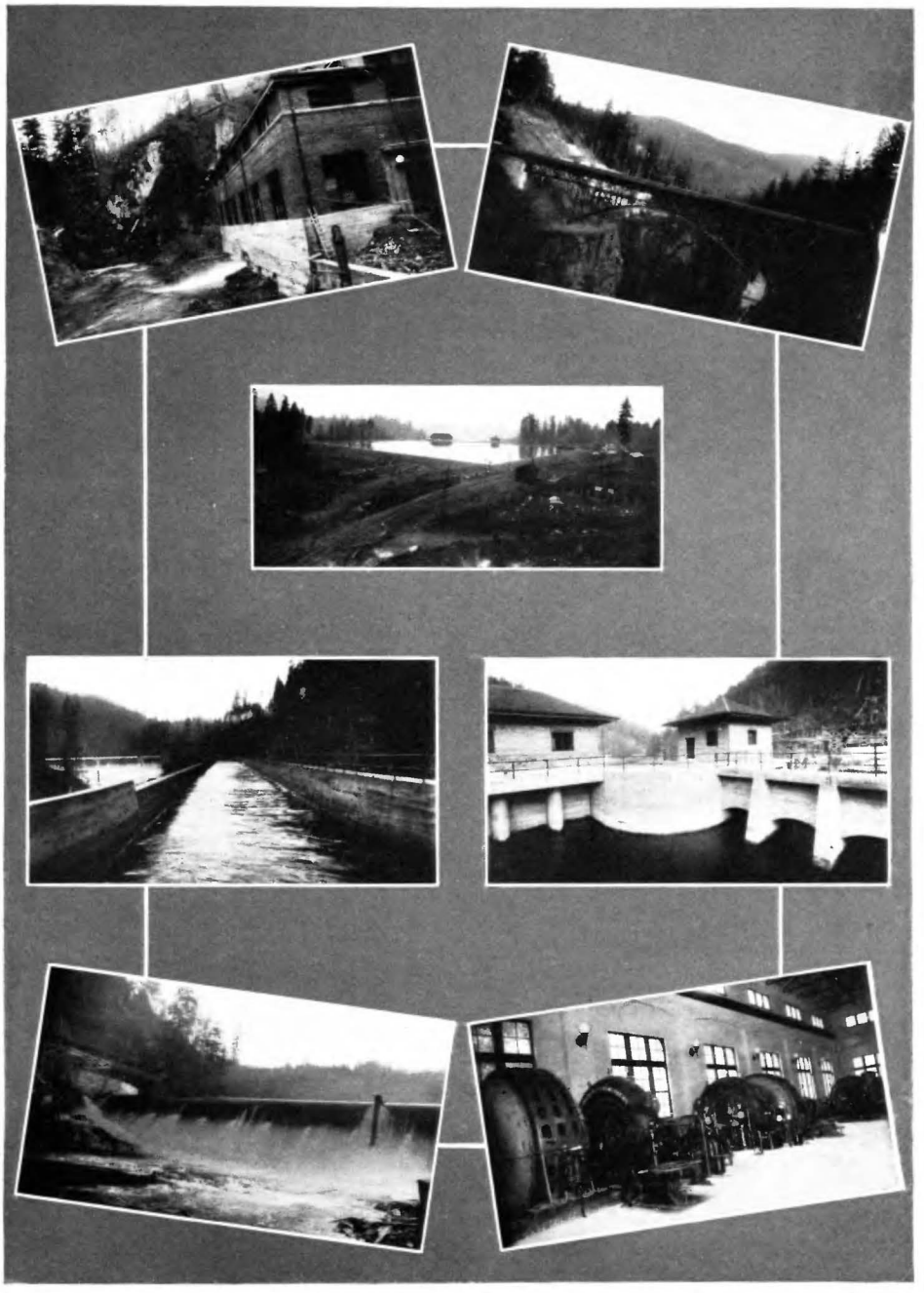
On the summit of the highest peak, Columbia crest, there has been kept for years a record book, though the original was stolen in 1894. Mountaineers interested in preserving the intimate history of the peak long have hoped that the thief, in a moment of remorse, might send this valuable book to the Ferry Museum.

John Reese established a camp in Paradise Valley in 1898. Captain Skinner had had a camp two years before that. Mrs. Sue Hall opened her camp at Indian Henry's in 1908. Both of these camps were set down in vast fields of flowers, many of which have disappeared with the coming of man and beast. There are about 380 different ferns and flowering plants on the mountain.

The annual rainfall on the mountain is about 180 inches, or about four times the fall in Tacoma, whose average is 45.41. In places the season's snow fall is fifty feet. The glaciers cover fifty-one square miles. Nisqually glacier moves downward about sixteen inches daily. At times the melting beneath the glaciers

is very rapid. This has been attributed to atmospheric changes. Recent observations made by T. H. Martin, who for some time camped near the snout of Nisqually glacier, may change that view. He found that even after cold days the rivers suddenly will begin rising in the night, when the temperature is low. The theory is advanced that the glacier's melting may be due to heat from within the mountain. The steam temperature on the main crater is 150 degrees. Representative Cushman first interested Congress in the mountain in 1903, obtaining money for a survey. This work was delayed until 1906. All told the government has expended but $300,000 on this great playground. In 1914 $51,000 was appropriated; in 1915, $30,000, and in 1916 the same. The state and county meantime have paid out money lavishly in the enterprise, the total reaching $600,000, the county's share of that being $550,000. This has gone into good roads. The city spent $22,000 for a right of way for the power line from the La Grande Hydroelectric Plant, in order to avoid cutting any of the fine timber along the mountain road. It was a fine example, but a futile one, to private interests owning timber along that majestic thoroughfare. In a few years most of the timber will be gone and the road deprived of its natural beauty. In places it already is bleak and forbidding, and the county has not yet undertaken the task soon to become imperative, of curing the wounds that commercialism has left, by planting trees along the road.

The wonderful highway from the entrance of the park to Paradise Inn is a monument to the genius of Eugene Ricksecker, United States assistant engineer, an idealist whose aim was to lead the traveler into God's grand places. He might have built a shorter road; instead, to reach Paradise Park from Longmire's, a distance of twelve miles as the crow flies, he carried it twenty-four miles, with no grade exceeding four per cent. The elevation gained is 3,800 feet. It was fitting that the point high above the confluence of the Nisqually and Paradise rivers, where his road seems almost ready to take wings, should be called Ricksecker point. He died in 1911, at the age of fifty-two, before he could realize how much the public appreciated his achievement. Mrs. Ricksecker now lives in Tacoma.



Powerhouse

Suspension bridge above Nisqually River

View of reservoir

Settling channel with dam in distance

Gate house at headways

Dam at headworks

Interior of powerhouse

TACOMA'S MUNICIPAL LIGHT AND POWER PLANT AT LA GRANDE

The coming in 1915 of D. L. Reaburn, an experienced park man, and well understanding the great aims of his superior, Robert Marshall, has given to the park development valuable superintendence, and he has done much to forward the success of the Rainier National Park Company, composed of Tacoma and Seattle men, which now is building a handsome inn to replace Reese's camp and in many ways making the path of the tourist more pleasurable. Active in promoting the mountain's development have been the Mountaineers, an organization of which Harry Weer is the local head. Among individuals who have helped much are A. H. Barnes, whose handsome book, "Our Greatest Mountain," is filled with examples of his superb photography; A. H. Denman, after whom Denman Falls was named, George V. Caesar, Dr. F. A. Scott, F. A. Valentine, passenger agent of the Milwaukee railroad; John H. Williams, Asahel Curtis, Prof. John B. Flett and Charles Bedford.

Already the melting glaciers of the mountain are whirling the turbines of three great power plants. The Stone-Webster plant at Electron, built in 1904, produces 28,000 horsepower. The city plant at La Grande, perched on the verge of one of the most picturesque canyons in the West, contains generating machinery for 32,000 horsepower. The Stone-Webster plant at Lake Tapps, where White River is impounded, has an attainable product of 100,000 horsepower. Yet all this is but a beginning.

CHAPTER LXI

1890-2-3—WILLIS' WHISTLING WELL—A GOOD BAROMETER—UNITED PRESBYTERIAN CHURCH GETS FOOTHOLD—DEATH OF CUSHING EELLS—THE "FIR TREE SUNDAY-SCHOOL" AND SPRAGUE MEMORIAL CHURCH—COUNCILMANIC ELECTION—POWDER EXPLOSION IN POINT DEFIANCE PARK—GREAT NORTHERN RAILROAD COMPLETED—DEATH OF GENERAL SPRAGUE—A. V. FAWCETT FEEDS 2,000 AT CHRISTMAS DINNER—ORR DEFEATS FAWCETT FOR MAYOR—COUNCIL IN FOUR-WEEKS DEADLOCK—FIRST GRAND JURY SINCE STATEHOOD.

John T. Willis dug a well 105 feet in depth on his property at Tyler and Boulevard streets in June, 1890. For the first year it lived an orderly life, and then it went on a musical toot. Henry Lobe, who lived near it, observed its conduct for some time and concluded that it was a firstclass weather forecaster. At times air rushed from the well with a whistle; at other times the well sucked air in. "The whistling well" became well known. In its expirations the well threw out a gaseous odor. Maj. D. C. Stam employed a gas expert to examine it. He found no illuminating gas. Lobe learned that when storms were brewing the well whistled, and when it sucked, cold weather was sure to come. He rigged a whistle on the well but the noise annoyed the neighborhood and was suppressed. Dr. C. P. Culver, the weather observer, thought it was connected with some distant cavern by means of a crevice in the earth, and that when the air pressure over the mouth of this cavern became heavy the well whistled and when the pressure was released it sucked. The well, he said, "is simply a barometer. With a falling barometer it blows, and with a rising barometer it sucks. The weather forecasts Mr. Lobe and others made from the well have been fully

as accurate as my own during the past winter, the only difference being that the well may not be as sensitive to atmospheric conditions as my instruments."

Rev. Adrian E. Kirkpatrick had been sent to Tacoma June 1, 1891, to institute the work of the United Presbyterian Church. Tacoma was the birthplace of this sect west of the Cascades. June 7th the first service was held in the Y. M. C. A. rooms, 1342 Pacific Avenue, with nineteen persons present—most of these through curiosity. For a time services were held at the University of Puget Sound, South Tenth Street and Yakima Avenue. October 15, 1891, a church was organized with twenty-five members, ten of whom had before been members elsewhere, and a lot was bought at Sixth Avenue and Q Street (now Grant Avenue). January 1, 1893, a new church building on this site was dedicated. Doctor Kirkpatrick was to remain until 1909—a service of eighteen years—and was succeeded by Rev. R. M. Kerr, and he in turn by the present able Rev. L. Robert Lamont Hay. The man who was regarded as the father of the church in Tacoma was Col. James S. Bogle, who long was prominent in civic affairs. It was he who brought together the few members of the church here in 1893 and prevailed upon the board of home missions to send a minister, and all through the following years he was active in church affairs. For a long time the kindly Bogle each day at noon fed the pigeons on Twelfth Street, just east of Pacific Avenue. The birds alighted on his head, shoulders and arms until the man scarcely was visible. Day after day, after he died the birds gathered there seeking their old friend. Colonel Bogle came to Tacoma from Ohio in 1887 and made real estate investments, and in 1889 he came here to live. He died October 13, 1914, at the age of seventy-nine. Mrs. Bogle's trenchant pen has made her well-known to Tacoma newspaper readers.

Rev. Cushing Eells died February 16, at the home of his son Edwin, 708 South Q Street. He was eighty-three years of age, famous as a missionary, and a most interesting character. He had been with Doctor Whitman before that celebrated man lost his life in the massacre at Walla Walla. Since coming to Tacoma he had taken an active part in the minister's meetings and now and then had preached. Perhaps the deepest interest

that the aged missionary had in the closing days of his life was the Sprague Memorial Presbyterian Church. Early in 1891 a number of Edison people had gathered beneath a fir tree and organized a Sunday school and Mr. Eells was the superintendent. He was in fact the only teacher, and Sunday after Sunday his talks were enjoyed by a large crowd of men, women and children. Miss Ora Chamberlain had lent her organ, which was carried from her home to the sheltering tree. When bad weather came the congregation took a hall at South Fifty-eighth Street and Union Avenue. Late in 1891 the congregation built a church at South Warner and Fifty-eighth Streets. The church was organized as the Edison Presbyterian, January 17, 1892, with thirty charter members. In 1894 out of respect to General Sprague, who had made a handsome donation to the church, the name was changed. Three of the thirty charter members still live in Tacoma—Mr. and Mrs. M. A. Hard and Mrs. O. W. Barlow. Mrs. Barlow was a member of Mr. Eells' "fir tree Sunday school" from the beginning, and her interest in the church has been continuous.

Otis Sprague had been appointed receiver of the Tacoma and Puyallup car line, on petition of R. F. Radebaugh, its progenitor, who was a creditor to the extent of about $500. In March, '93, it was sold for $50, subject to a $100,000 mortgage held by the Mason Mortgage & Loan Company, which itself soon failed. The line was thirteen miles in length, and gave Mason control of more than twenty-five miles of street railway. He at once began planning to double-track the line from Point Defiance to South Tacoma.

At the councilmanic election April 4 the result was: First Ward, W. H. Harris, republican, 183; Second, Dr. J. T. Lee, republican, 386; Third, Isaac Pincus, democrat, 429; Fourth, J. J. Glenn, democrat, 231; Fifth, H. W. Nash, populist, 241; Sixth, J. M. Junett, republican, 109; Seventh, H. L. Votaw, republican, 107; Eighth, D. Humphrey, republican, 74. The total registration was 5,486; and the total vote, 4,018.

It has been told heretofore how widespread was the use of powder in clearing land and in street operations, yet, so far as can be learned, not one serious accident occurred until one day in

June, '92, about twenty-five pounds of explosive, stored in the blacksmith shop at Point Defiance Park, was discharged. L. S. Carr, a teamster, was killed and five men wounded. The most recent accident from stump powder involved C. M. Gill, a real estate operator. A small boy found the explosive in a house on Gill's property. It exploded, tearing off both of the lad's hands. A judgment of $30,000 was rendered against Gill. Expenses of the litigation added $12,000 to that sum, making a total of $42,000, which Gill paid, but it ruined him financially.

The first transcontinental train over the Great Northern Road left Seattle at 8:15 June 18th, and arrived in St. Paul at 9:55 A. M. June 21, two hours and forty minutes behind time. It was a train of five coaches. It crossed the Cascades on a switchback which had six switches on the west side and three on the east. Three engines were required to get the train to the summit.

Christmas day, 1893, was a sad day to those who had learned to know General Sprague. He had died on the 24th, from heart failure, at his home, 220 Tacoma Avenue. Few men who have lived in the Northwest had a greater number of friends. His kindly and helpful nature drew men young and old to him. General Sprague was seventy-six years of age. He had been married three times. His first wife died in Ohio. The second, Julia Frances, had died in Tacoma May 25, 1885, from the effects of injuries received in a runaway. In 1890 he married Mrs. Abbie Wright Vance. In 1889 he had withdrawn from the Tacoma National Bank, which he, with W. B. Blackwell and others, had founded, and in 1892 he became president of the Union Savings Bank & Trust Company, and he also was vice president of the Puget Sound Savings Bank. The turbulent times had much to do with his death.

On that same Christmas Day A. V. Fawcett, then county commissioner, gave a dinner whose dishes have rattled in the politics of this locality ever since. He rented Germania Hall and advertised that he would give a Christmas dinner to children between the ages of three and fourteen. Nine tables on the floor and three on the stage accommodated the 2,000 persons who responded. While the plan was to feed children only, 150 women

with babies in their arms, came and were fed. The dinner was set for 1 o'clock, but long lines of hungry youngsters were waiting at 11, the feast began at 12 and continued 2½ hours. Turkey was the big dish. Fawcett promised to make the dinner an annual affair.

The municipal campaign of the spring of 1894 was bitter. Populism had grown rapidly and the party entered the contest with a full ticket. The Prohibitionists for the first time in the history of the city, brought out a full ticket. Split up conditions made the outcome uncertain, and each redoubled its efforts.

The Municipal League, supposed to be working for the city rather than party, was a factor. And so was the Fawcett Christmas dinner. It hardly had been digested by the hungry boys and girls before it had become a political issue, and it was a good one. It possessed not only immediate possibilities but an enormous reserve power which has made it an available asset for twenty-two years. Fawcett had just served a term as county commissioner, and with the Christmas dinner and his commissionership record he became the democratic candidate for mayor. He did not win but he made an excellent race in spite of charges that the treasury of his implement store had prospered from county buying while he was commissioner, and that he, if he had not used certain moneys illegally, had at least been unethical, and it was insisted that the financial career of himself and his board was no credit to them. These arguments had their effects, and the election result was: For mayor, Edward S. Orr, republican, 2,690; A. V. Fawcett, democrat, 2,021; Goddard, populist, 2,153; Hart, prohibition, 64; treasurer, J. W. M'Cauley, republican, 2,439; Fleetwood, democrat, 2,087; John Turner, populist, 2,292; Peter, prohibition, 68. Controller: E. V. Benham, republican, 2,545; S. C. Slaughter, democrat, 2,277; Sheafe, populist, 1,947; Shortbill, prohibition, 80. City physician: Dr. J. F. Schug, republican, 2,983; Dr. C. Quevli, democrat, 2,253; Dr. Balabanoff, populist, 1,512. Councilmen—First Ward, Luke McGrath, populist, 233; Merrick, democrat, 216; Reed, republican, 211; Second, A. Cavender, republican, 756; Murray, democratic, 341, Kendell, populist, 140; Third, J. B. Thompson, populist, 640; Farley, democratic, 600; McMurphy, republican, 573; Shortbill, prohibition,

32: Metcham, independent, 245; Fourth, William Watson, populist, 472; Batschi, democratic, 268; Durr, republican, 165. Fifth, John Hartman, populist, 465; Wright, republican, 309; Myhan, democratic, 222; Gaisford, prohibition, 12; Sixth, H. H. Warner, republican, 134; Carter, democratic, 64; Kean, populist, 71; Seventh, Ernest Lister, populist, 203; Berry, republican, 170; Grinnell, democratic, 65; Hawthorne, 13; Eighth, Royal A. Gove, republican, 83; Knoble, independent, 64.

The new council proceeded to a contest over the election of a president that continued for four weary weeks. W. H. Harris, who had been elected as an "independent republican," was chosen. The contest was purely political, with republicans on one side and populists on the other. Such squabbles are responsible for the demand for non-partisan voting and kindred idealisms. While the council had been trifling all city business was delayed. The Eleventh Street bridge contractors were unable to proceed, light and water development was retarded, and men who might have been employed were idle.

The first grand jury called in Pierce County since statehood, convened January 15, 1894. It was composed of Frank P. Goodwin, farmer, Roy; L. B. Strayer, carpenter, Tacoma; William Fettig, real estate, Buckley; Henry Jorgenson, contractor, Tacoma; J. L. Mann, wood cutter, Tacoma; Henry Beckett, farmer, Orting; E. Van Alstine, capitalist, Buckley; Henry A. Young, Tacoma; George Reif, capitalist, Tacoma; Chris Iverson, blacksmith, Tacoma; John G. Slayden, druggist, Tacoma; Walter E. Whitney, deputy auditor, Tacoma; William Alexander, farmer, Elgin; William Zinram, capitalist, Tacoma; Frank Waller, carpenter, Tacoma; W. T. Shute, contractor, Tacoma; S. R. Balkwill, real estate, Tacoma. Ten days later indictments were returned against James Cooper Wheeler and J. H. Wells, publishers of the True Blue, a weekly established a few weeks before. It had announced that it would continue only through the municipal campaign. The True Blue had been publishing severe attacks upon democratic candidates and others. Criminal libel was charged.

CHAPTER LXII

1893—PANIC CAUSES BANK FAILURE—DESPERATE ATTEMPTS TO RAISE MONEY—MANY CRASHES FOLLOW—HOW MAHNCKE AND WORDEN SAVED BERLIN BUILDING—FOURTEEN BANKS FAIL—THORNE HELPS TWO THROUGH DIFFICULTIES—INTERESTING COMMUNITY PLAN SUGGESTED—BANKERS INDICTED, TRIED AND QUICKLY ACQUITTED.

One Sunday in May, 1893, it was whispered about that the Merchants' National Bank would not open the next day unless it could get $25,000. The clearing house officers met at 10 o'clock that night and provided $50,000. Night after night the bankers met to hear conditions described. It was dispiriting. Deposits were being withdrawn rapidly. Some were putting their money in the ground or in safe deposit vaults; some were buying postal orders on British Columbia cities; some were withdrawing from American-owned banks and depositing in British-owned. The panic of '93 had struck the nation May 4th.

Walter J. Thompson was president, and Nelson Bennett, a director, of the unstable Merchants National. Both were millionaires, and both were willing to do all they could to save the bank. Bennett was in Montana and was sent for. It had been determined that he should succeed Thompson as president, as the public believed he had much ready money. He reached town at midnight and was taken to a meeting of the clearing house, where the perilous situation was described. After much urging he agreed to take the presidency. The clearing house had put up $100,000, and taken a mortgage on the bank building. A committee of four went to Portland to procure money. They came home empty handed. Bennett then told the clearing house that if it would advance $200,000 more he personally would guarantee

it with ample security. While this was under consideration a demand came from New York for $100,000. That was the death blow. The bank did not open the next morning, June 1st.

Andrew J. Baker, in 1880, had laid the foundation for the Merchants' National Bank when he, with others, organized the old Bank of Tacoma. Walter J. Thompson, in the reorganization of this bank in 1884, became its president, a position which he held until Bennett was elected.

The failure revitalized depositors' fears and steady withdrawals from the American-owned banks continued. While their deposits fell, the deposits of the British-owned banks rose. Atty. Herbert S. Griggs called County Clerk Ryan out of bed early July 21st and immediately filed a petition for a receiver for the Traders' Bank. Judge Stallcup appointed Addison G. Foster. Officers and stockholders hoped in this way to save the institution. Pres. A. N. Fitch said that since the preceding October 82 per cent of its deposits had been withdrawn. Col. C. W. Griggs, H. A. Strong and George Browne hastened to New York to raise money on the bank's securities. They were successful, and January 24th they telegraphed to the other officers to open the bank. It was good news to Tacoma. The institution struggled along until May 19, 1894, when Judge Stallcup, on petition of Hewitt and George Browne, appointed Leonard Howarth receiver. The reopening of the bank and its brief lease of life, had reduced its $150,000 debt to $55,000, but it was losing money. The trustees thought there were enough securities to meet this and pay 75 per cent on the capital stock.

Hewitt, Griggs and Strong endorsed the paper of the bank assuming an enormous load. Strong had Kodak interests and afterward became very rich. He had borrowed $10,000 from Griggs, who took Kodak collateral. Griggs wanted the money. Strong urged him to take the stock instead, predicting an enormous growth in value. In after years it was shown that his prophecy was sound, for Griggs' $10,000 investment would have yielded more than five hundred thousand dollars.

Meanwhile many other concerns had collapsed. July 24, 1893, the Tacoma National failed to open its doors. It was in the hands of Charles Clary, special agent of the United States comp-

troller. Pres. W. B. Blackwell thought it could meet its obligations. He raised $70,000 on his own securities and reopened the bank. But the enervating processes were renewed and again it closed, Blackwell losing his $70,000, plus assessment on his stock. He did not recover a single penny.

Crash followed crash. The commercial universe seemed to be but a house of cards. The country was in the throes of hysteria, many of the catastrophes of which might have been prevented had the scrip which the banks issued in the "panic" of 1907 then been thought of. Yet there had to be a cleansing. The fabric was shot through with fictitious values and a form of fraud with which periods of speculative enthusiasm usually are poisoned. The gigantic liquidation was in progress and it paralyzed every industrial sinew. The Northwest suffered most. Rich men sawed wood, picked blackberries and dug clams for a livelihood. Women with diamonds and valuable deeds resorted to kitchen labor to keep the larder replenished. "Remittance men" who had been despised by their fellows, now were followed about—they might have a few nickels to lend. Men who had ridden in carriages walked, though the empty street cars, rattling in their own poverty, would carry them for five cents. Fine properties, once rich revenue-producers, were a drug, and were given rent-free in return for mere guardianship. At the sheriff's auction block judgments for $75,000 against a well known Tacoma man were bought by his friends for $75. Hatred soured every community. Those who had been rich and especially the bankers, were held responsible for the cataclysm, and were threatened with personal violence. There was want in high places, and the laborer who had a steady place at $1.50 a day could pity many of his fellows who a few months before had been spending incomes of several thousand a year. All had been struck by the rebound of their own folly and laughter quit the land.

Some of the men who owned good buildings become the janitors of them, struggling to retain possession. A striking case was that of Henry Mahncke and Charles Muehlenbruch, who in February of '93, had completed the Berlin Building, at a cost of $100,000. They had come to Tacoma May 7, 1882, and had bought the Plummer Brothers' bakery, land and all, on the north-

west corner of Pacific Avenue and Eleventh streets, for $4,000, and the next year they bought an adjoining lot from J. W. Pinkerton, for $4,000. Stumps still stood in the streets, and their property was on the southern outskirts of the business district. They at length accumulated enough to begin the building in May, 1892. Completed, its first floor became the home of the Traders' Bank. Muehlenbruch had sold out before the pinch began. Mahncke was hanging on only by the skin of his teeth. Rentals dropped to almost nothing. Mahncke became his own janitor, furnace man and roustabout. G. A. Worden had lent $2,500 on the property, taking a third mortgage. He couldn't get his money, so he leased the building. Mahncke continued as custodian. Worden, in order to be close to operations and save all that was possible, took the position of elevator boy. They quickly joined the 10-cent lunch brigade whose growing members and great democracy really gave a joy to the community. Rudolph Knable's restaurant, about where the National Realty Building stands, was the "millionaire's club" of its day, and there gathered the jovial souls of the community daily, to eat a little, and discuss so much that the habitues became known as the "Strategy Board." Worden had some money and he kept furnishing it to Mahncke in dribs until a considerable sum had been paid. Mrs. Hattie M. Thomas lent $20,000 on the building and took a second mortgage. The first mortgage had been held from the beginning by the Penn Mutual, which was satisfied to wait. Six years ago all who had waited came into their own when the Scandinavian-American Bank paid $275,000 for the property. Worden and Mrs. Thomas each had a quarter interest, worth about $50,000. Mahncke had a half interest.

There were twenty-one banks in the little city when the storm fell. Many of them had been created out of nothing, but the legitimacy that they lacked did not at the time soften the pangs that their departure caused. There survived the London & San Francisco, now the Bank of California; the National Bank of Commerce, now the National Bank of Tacoma; the Bank of British Columbia, which later was sold out and closed; the State Bank of Puget Sound, the Pacific National, the Citi-

zens National, which soon merged with the Pacific National, and the Fidelity, seven in all.

Chester Thorne had been made president of the National Bank of Commerce when he was in Europe in January, '93. President Wade had stepped out in the hope that Thorne would save the institution. Thorne had come to Tacoma about two years before from New York. The failing bank was not by any means to his liking. He already had lost considerable sums in Tacoma.

But he did not hesitate to face the task that confronted him when he returned to Tacoma in March. His bank's capital and surplus was wiped out, but he succeeded in getting enough money —about two hundred thousand dollars—to keep it open and it has been open and growing ever since with Thorne still at the head of it, and he has succeeded in placing himself in an enviable position in this community. A natural enemy of community factionalism he has avoided wherever possible any alliances with factions until he has come to be a sort of community arbiter, a position to which his genial nature adds strength. He has performed so many acts of happiness both in the interests of the public and for individuals in distress that his friends are without number.

Thorne not only saved his own bank, but he afterward saved the Fidelity as well. This bank had been fortunate in having the Northern Pacific Railroad receiver's deposits which gave it a good standing with the public and saved it from much trouble. Later on these deposits were removed. It had had the county deposits also but these were swung in the course of business, to Thorne's bank. But when the actual transfer came to be made President Tom Wallace, of the Fidelity, found to his great alarm that he did not have in his bank as much as the county deposit amounted to. His difficulty was precarious. Had it became noised about, his bank probably would have failed. Thorne, however, quickly came to the rescue and by putting up the balance necessary Wallace's bank pulled through.

The failure of business houses, closing down of industry and lack of employment brought additional crime. Robberies, suicides, and burglaries increased. The Daily News offered a plan for relieving the poor by using the credit of the city. The

device was to guarantee its warrants, the idle were to be put at public work, paid in warrants which should be deposited in the banks to the credit of the holders and by the banks with the clearing house association. Doctor Lee offered a resolution in the council to pledge that body to the project. H. L. Chase, then in Tacoma from Spokane where he was receiver for a bank, believed the plan good if the citizens of Tacoma would stand together. Withdrawal of gold to Europe had been going on for months. The News' plan was to apply the greenback idea to a local trouble—in other words to use the credit of the city and the confidence of the people. Probably a majority of Tacoma people favored the plan and great pressure was brought on the council, but there were wise men there who foresaw the piling up of an enormous municipal debt that in the future might injure the city far more than the fluxing process then going on.

Indictments were returned against Walter J. Thompson, Henry Drum, Samuel Collyer and R. J. Davis on eight counts in connection with the failure of the Merchants National Bank. Collyer already had been indicted for obtaining money on false pretenses. It was charged that he had accepted $309.70 from George Bott, a saloonkeeper, and had issued a draft on the Chase National Bank, of New York, when he knew his bank to be insolvent.

The State Savings Bank closed and Judge Stallcup appointed J. S. Whitehouse receiver. It had $7,352.78 in cash, securities amounting to $156,103.15; demand deposits of $93,145.44; savings deposits of $10,895.55 and total assets of $189,173.51. Its chief depositor was the City of Tacoma with $89,982.57.

The trial of Thompson, Drum, Collyer and Davis began in the United States Court August 15, with Judge Gilbert, of Portland, on the bench. United States District Attorney Brinker prosecuted, while the bankers were represented by Crowley, Sullivan & Grosscup, Hudson & Holt, Richards, Dunning, Murray & Pratt and H. J. Snively. The trial lasted two days and resulted in acquittal.

CHAPTER LXIII

ALBERTSON ABSCONDS—HIS SEATTLE COUSIN ABDUCTED—ALBERTSON AND CHANDLER CAPTURED IN OREGON, BROUGHT BACK AND TRIED—BANK RECOVERS SECURITIES—CACHED ON BROWN'S POINT—EXPOSITION OPENS—ST. JOSEPH'S HOSPITAL DEDICATED.

Edward Albertson, cashier of the Fidelity Trust Company, disappeared in August, 1891, after having stolen a large amount, and there followed an exciting string of incidents. The first intimation the public had of the absconding was the news of the "mysterious disappearance and absence" of John Cohoon, Albertson's brother-in-law, and it was charged that he had been abducted and was being held in a secret place by detectives led by M. C. Sullivan, of the Thiel Agency. Cohoon was kept in the Donnelly Hotel and Harry H. Collier, then a porter there, was detailed to wait upon him. Collier was told that Cohoon was a dangerous lunatic—a plausible story, as the hotels in that day, before car lines had been built to the hospital at Fort Steilacoom and before automobiles had come, frequently lodged insane persons for a night or so. Sullivan denied that he was detaining Cohoon, but when he learned that Cohoon's wife was ill from worry he took Cohoon to jail where he was held in default of $10,000 bonds.

Then Sullivan and Deputy Sheriff Evans, with a warrant issued from Justice Harry A. Sharp's court, went to Seattle and arrested R. B. Albertson, cousin of Edward. The arrest was made in front of the Rainier Club. Albertson was with William E. Bailey who insisted upon accompanying his friend, and he entered the closed carriage which the officers had brought. They were taken to Black River Junction where Sullivan expected to catch a train for Tacoma. Seattle friends of Albertson learned

WHEN THE TOURIST HOTEL WAS BUILDING IN THE EARLY '90s

WASHINGTON EXPOSITION BUILDING

Erected in 1891 in seventy-two days. Destroyed September 20, 1898, by a fire starting in a carpenter's shop in the basement

of the arrest, hastily organized a rescue party, and procured warrants for the arrest of the detectives. The train was late and before Sullivan and Evans could get their prisoner out of King County they were arrested, charged with abduction, and taken back to Seattle where Albertson was released.

Early the next morning Albertson, Bailey, George H. Preston and Herman Chapin came to Tacoma and going to Justice Sharp's court asked if a warrant had been issued. Sharp replied in the affirmative, reading a portion of the warrant to Albertson who at once placed himself in the jurisdiction of the court. Sharp fixed his bail at $5,000, which promptly was furnished, the securities being Governor Ferry, Bailey and Chapin. The warrant had been sworn out by T. B. Wallace and charged Albertson with aiding in the concealment of "stolen property, to-wit: Notes and other valuable securities of the value of $9,000," belonging to the Fidelity Company.

Albertson was given a hearing in Sharp's court September 15 and it then developed that the accused man's cousin, Edward, the cashier, had removed securities worth $600,000 from the company's vaults. He had placed all the books and papers of the company in the vaults, then had inserted a match in the combination so that the officers could not open the bank for business. Albertson then sent a letter to T. B. Wallace, advising him of what had been done and promising that if Wallace would sign certain papers, copies of which were enclosed, get a boat and one boatman, row to Brown's Point and there deliver the signed papers to Fred N. Chandler, he would be given the securities and the new combinations of the vaults. All this must be done before 9 o'clock that morning or the securities would be burned. Wallace testified that he had received the letter at 4 o'clock in the morning, and had at once consulted the other officers of the bank, the result being that he had made the trip and at the point designated had received the papers, vault combination, etc. The trial lasted several days and R. B. Albertson was bound over to the superior court September 17th. An examination of the books showed that Edward Albertson was short in his accounts about $20,000, the amount which he admitted to have taken.

Edward Albertson and Chandler were captured near Gardi-

ner, Coos County, Oregon, September 16th after Albertson had been shot in the side by an excited member of the posse. Chandler was brought to Tacoma at once and Albertson as soon as his wound would permit. Most of the stolen money was recovered at this time. October 23d Edward Albertson pleaded guilty to grand larceny. He exonerated his cousin, who asked for a change of venue. Judge Allyn sentenced Edward Albertson to ten years in the penitentiary, and Fred N. Chandler to five years.

One of the incidents of the period was the second disappearance of Linus E. Post, who in 1887 had come to Tacoma and started the Tacoma Building and Savings Association. About a year before he came to Tacoma his coat was found on a river bank near New York City, and for a while it was supposed he had been drowned. Later it developed that he merely had disappeared. In Tacoma he made a number of careless investments and lost his position with his banking concern which was taken over by Vanderbilt interests. P. V. Caesar, who was cashier while Post was in charge, remained with the association, which became the Metropolitan Savings Bank. Twice the Vanderbilts saved it from failure. In later years it liquidated, paying all depositors. After Post lost his position he went to New York in a theatrical enterprise and there again dropped from sight. For about twenty years he was lost to those who knew him. Some four or five years ago he reappeared in England, where his married daughter lived. He died within recent months.

When the Western Washington Exposition Company opened on the evening of September 10, 1891, a dream of Henry Bucey's was fulfilled. About two years before, he had conceived the plan after a small exhibition of Washington products had demonstrated its attractive power. He drew about him a number of the leading business men. Companies were formed and incorporated several times before a successful combination was effected. On the evening of December 4, 1889, the "Northwest Exposition Company" was formed at the Tacoma Hotel with W. J. Thompson, B. W. Coiner, Gen. J. W. Sprague, T. B. Wallace, Bucey and others as trustees. President Bucey reported that $50,000 had been subscribed, and he was authorized to buy for $18,000 two

ST. JOSEPH'S HOSPITAL (CATHOLIC)

Built by the Sisters of St. Francis in 1891 and razed in order that the new St. Joseph's, opened in the fall of 1915, might be built

FANNIE PADDOCK HOSPITAL

Built in 1886 and removed in 1915 to make room for the Tacoma General and Fannie Paddock Memorial Hospital

blocks of land between North Seventh and North Eighth streets and G Street and Tacoma Avenue. Just about a year later the Western Washington Exposition Company was incorporated with Charles E. Hale, W. H. Cushman, C. A. Snowden, I. W. Anderson and Fred F. Lacey as trustees. By the 1st of March, 1891, Proctor & Dennis had completed plans for the building. It was to be two stories in height and 280 by 300 feet in its ground dimensions. Two months later the contract to build was let to Oppermann & Berens at $72,447, of which $10,000 was to be paid in stock.

For this undertaking the public subscribed $95,860. The largest subscribers to the stock were Theodore Hosmer, Paul Schulze, John S. Baker, Henry Hewitt, Jr., Col. C. W. Griggs, W. H. Fife, Van Ogle, Allen C. Mason, Henry Bucey and Proctor & Dennis. Each subscribed $2,500. About one hundred persons held stock. Oppermann & Berens completed the building in just 90 days in which time 3,500,000 feet of lumber was sawed and nailed into the structure. The skylight work had been done by Peters & Miller, the machinery was made by the Tacoma Foundry & Machine Company and was installed under the personal supervision of Mr. Warner. The Edison Company furnished the electrical equipment. E. S. Glover selected and superintended the hanging of the oil paintings. E. O. Schwagerl planned the floral arrangements.

The weather was bad and the streets muddy, yet the great building, ablaze with lights, was crowded for the opening, which was indeed one of the most brilliant affairs the city ever has known. Hundreds of guests came from other places. The state press association was in session in Tacoma and most of the editors attended the opening. Governor Ferry, Lieut. Gov. Charles E. Laughton, Secretary of State Allen Weir, State Treasurer T. M. Reed, Surveyor General Thomas H. Cavanaugh, Supt. of Public Instruction R. B. Bryan, Col. J. C. Haines, Adjt. Gen. R. G. O'Brien and other notables were present. The Comique Theater Band of 25 pieces played. President Hale's address of welcome was a review of the history of the institution and a greeting to the visitors.

Hon. Patrick Henry Winston, of Spokane, replied to the

address of welcome and on behalf of the state complimented Tacoma and the exposition company upon the spirit it had shown in making such a fine exhibition of the resources of the state. Miss Louise Hale, the little daughter of President Hale, then pressed the button that set the machinery in motion.

St. Joseph's Hospital was dedicated October 11, 1891. Rev. P. F. Hylebos had brought to fruition the dream of years. He had caused to be sent to Tacoma from Montreal a company of Sisters of St. Francis, and long they and the Catholic priest had labored in the gathering of the finances necessary for the work. The hospital was begun under the name of St. Francis, but was changed to St. Joseph's. Sister Philomina was at the head of the sisterhood in Tacoma when St. Joseph's was built. It stood where the present commodious structure, completed last year at a cost of $400,000, stands. It had a frontage of 150 feet and had wings 50x90 feet. It had 200 beds and cost $50,000. It was dedicated by Rt. Rev. Bishop Gross, of Portland, assisted by priests from other Northwestern cities, and attracted wide attention. The great hospital dedicated to a service of mercy in the fall of 1915, is five stories in height with a roof garden, its main building 261 feet in length, and its capacity, when completely furnished, about four hundred patients. Eighteen hospital sisters and 35 nurses are engaged. Sister N. Demetria is in charge. Sister N. Asra, who was in charge when the hospital was building, is now at St. Elizabeth Hospital, Baker City, Oregon.

Good hospitals have much to do with the advancement of medicine and surgery in a community. But in spite of the lack of facilities until the new St. Joseph's and the Tacoma General hospitals were completed, Tacoma had had the advantage of an especially able group of physicians and surgeons, some of whom have much more than a local reputation, and who are bringing important cases from distant places. It is doubtful if any American city of its population has practitioners of higher attainments than Tacoma possesses, and now no patient need go elsewhere for the most exacting surgical and medical attention unless specially advised. With the excellent Northern Pacific Hospital, costing $175,000, completed in 1905, with 150 beds, a county hospital of unusual worth—in fact one of the best in the country

TACOMA GENERAL HOSPITAL
Completed in 1915 at a cost of $275,000

NEW ST. JOSEPH'S HOSPITAL
Completed in 1915 at a cost of $400,000

NORTHERN PACIFIC HOSPITAL
Built in 1905 at a cost of $175,000

—the Tuberculosis Sanitarium at Lake View, the City Contagious Hospital, and the great St. Joseph's and the Tacoma General, Tacoma now may expect a more rapid advance, if that is possible. Commercially these institutions mean a great deal to the city, as they draw from a wide territory; and in the alleviation of pain and the relief of mankind's ills, who can undertake to estimate their great worth?

The Northern Pacific hospital was built by the Northern Pacific Beneficial Association which has been in existence for thirty-three years. Dr. Hamilton Allan was its first chief surgeon. He was succeeded June 1, 1907, by Dr. S. W. Mowers, who now is in charge. The hospital has treated 42,521 cases. Its staff consists of five surgeons and fourteen graduate nurses.

The Tacoma firemen incorporated the Fire Department Pension Fund and Relief Association November 7, 1891. This was made possible by the council passing Ordinance No. 407 which provided that all money derived from the sale of old and unsafe apparatus, money earned by pumping out of wells and cellars, and fines and penalties assessed against members, as well as all donations made to the department should go into such a fund. The officers elected were H. M. Lillis, president; W. R. Konell, secretary; and A. J. Bruemmer, treasurer. The association has been a source of satisfaction both to members of the fire department and to the citizens. It has saved from poverty many men who through age or misfortune would have been left stranded after years of loyal service in a department in which loyalty and bravery must combat with many dangers.

CHAPTER LXIV

BENNETT OPENS WAR ON WATER AND LIGHT COMPANY—WINS FIRST BATTLE—THE WRIGHTS TRY TO STOP SUNDAY CARS—WRIGHT SUGGESTS THAT CITY BUY PLANT—COUNCIL PROVIDES FOR SPECIAL ELECTION—CREATES WATER COMMISSION—COMPANY SEEKS LARGER WATER SUPPLY—AMERICAN LAKE PLAN OPPOSED—COMPANY MAKES PROPOSAL TO SELL—BENNETT HAS A PLAN—HERING INVESTIGATES AND REPORTS—LABORING MEN ASK FOR BRIDGE TO TIDE FLATS.

Sporadic attacks on the water and light company had become almost a matter of public amusement. Politicians playfully had been kicking the Wright interests around ever since the day of Editor Cook and the fractious Captain Burns. Man after man had been elected to office on bumptious platforms. The councilmanic way was strewn with unkept promises. But when the Tacoma Hotel Company in October, 1890, took up the cudgel the issue finally was joined. The indomitable Nelson Bennett, the hotel owner, was angry to the core.

When Bennett bought the hotel the water bill was $75 a month; the bill for September was $502! He refused to pay it; the water company threatened to cut his service off. He filed suit to restrain. He complained that the company also had raised the rate at his residence from $18 a quarter to $33. Bennett wrote that "we do not complain of the prices per gallon, or the price charged for domestic purposes by the Tacoma Light & Water Company; but we do complain of the amount of water we are charged with as compared with other cities and other consumers for like service. We also do complain of the neglect on the part of the Tacoma Light & Water Company to furnish this city with pure, healthy water where there is such an abundance

at their command, also of the arbitrary rules enforced by the company toward its patrons."

Bennett said he did not believe the company had twenty patrons who were not complaining. Shortly after he bought the hotel he was notified that the company would have to charge $75 extra on account of the hotel elevator. Pumps then were installed and the water was used over and over on the elevator, but the water bill grew. A meter was put in by the water company, and the bill again increased.

Bennett denounced the company's alleged surveys on Green River as absurd. Indeed it was not long before the company began talking of American Lake as a possible source of supply. Bennett at the same time attacked the gas rates charged by the company, and the pressure became such that the council met to discuss the subject. Councilman Johnson favored an ordinance reducing water rates. Clement argued that if, because of the trouble, C. B. Wright withdrew from the city, the city would be killing the goose that laid the golden egg, and he thought a man who was earning $2 a day could afford to pay his water rent in order to have a job. This was a popular view. Hundreds were leaning upon Wright.

Superior Judge Beverly decided the hotel case in Bennett's favor. He also ruled that the water company had no right, under the franchise, to impose an extra tax of five per cent for non-payment of bills.

One of Bennett's war moves was to dig a well ninety feet deep back of the hotel. The water, however, was brackish and could not be used. When W. B. Blackwell took the management of the hostelry he found this well an economical ash dump. One of the defensive steps of the water company was an attempt to prevent the steam dummy on Bennett's car line from running past St. Luke's Church on Sundays. It disturbed the service. The Wright interests were strongly represented in St. Luke's Church.

At the end of March C. B. Wright wrote from Philadelphia a letter to the council in which he said that when he built the Tacoma waterworks he had expected to live to see the city grow to a population of 10,000 and had planned the system accordingly, but the city had grown to four times that size! His visit to the

coast the year before had been made in hope of solving the water problem, he said, and after a preliminary inquiry into the Green River project, Chief Engineer Darrach had been sent out for further examination. The engineer upon making a second trip discovered that it was a bigger task than he at first had thought. Then the company turned to American Lake. Chief Engineer Darrach's health then broke down. Engineer Sellers had been sent out and the American Lake plans were completed, "but the recent actions of the council and certain citizens" had not encouraged him to make any further outlay, wrote Mr. Wright.

"If the council is going to show an antagonistic feeling to the company and a disposition to deprive the enterprise of a reasonable revenue from its investment, I shall not be able to raise money to go on with the work, and therefore will not undertake any further expenditure," he continued. "As it is, every dollar of revenue has been expended in construction. If the charges are excessive I should think a remedy could be found without resorting to an interference with the chartered right. In fact, I think the city of Tacoma should now control its own water and gas."

Thus Mr. Wright met the repeated demands from many quarters for municipal ownership. He had, in fact, gained nothing but worry from his investments in water. All had been a pecuniary disappointment to him. He had seen the first signs of the depression and he was ready to unload.

The next day Nelson Bennett proposed that a company be formed, capitalized at $1,500,000, with shares at $100 each, to build a water system. He proposed that the system be built under city supervision, with the right to buy at any time at cost plus 8 per cent. Bennett then was accused of making the fight on the company for selfish purposes. He was charged by one element with desiring to get into the water business for the sake of his own pocket, and by another with playing into Wright's hands by bringing about the sale of the Wright plant to the city.

It was evident that a majority of the citizens were very strongly in favor of buying the water plant and, in response to this sentiment the council passed an ordinance June 27, 1891, calling for a special election August 4th to vote on a bond issue

of $1,500,000 "for the construction, purchasing or acquiring by other means, of light and waterworks." Councilman Johnson introduced an ordinance providing for the appointment of eleven citizens as a waterworks board and giving them much power.

Quickly it became evident that the bond election ordinance as drafted was unpopular. It was not explicit as to plan, and seemed to place in the council too much authority. A great many persons favored the buying of the Wright plant but not the building by the city of a new system, which the ordinance as drawn would have permitted. The president of the council read the handwriting and moved to repeal the ordinance and at the meeting that did so several councilmen voiced their opposition to the whole plan and said they had voted for the ordinance in the belief that the people, if given the opportunity, would defeat it. The ordinance creating the water commission was adopted and Mayor Kandle appointed Nelson Bennett, W. J. Thompson, Alexander Parker, Dr. H. C. Bostwick, Ira A. Town, W. B. Blackwell, Frederick T. Olds, W. H. Fife, Thomas Carroll, J. C. Weatherred and George O. Kelly—about as strong a group of citizens as ever served a community. The committee made Bennett chairman, and asked the council for $2,000 for surveyors The council obeyed.

The Chamber of Commerce long before had appointed George F. Orchard, M. G. Denton and F. A. Sears to investigate the water question and some months later, after samples of water had been examined by C. F. Sidener, chemist of the University of Minnesota, the committee reported that the means employed for distribution were inadequate and dangerously defective. The water, the report said, undoubtedly was pure when it left the source of supply, but it might become impure and impart disease because of the open, rotten wooden flume. Yet for more than ten years after that illuminating report the city itself continued to use the flume, partially covered, and it is a well known fact that laborers washed their clothing in it, cows luxuriated in it on hot days and children played in it. If the old water company was negligent, the city was doubly so, for it not only continued the nuisance but multiplied it.

When Charles B. Hurley took charge of the plant as super-

intendent he immediately urged the company to find a source of supply other than Spanaway Lake. He did not deem that water safe. The city had had many cases of typhoid fever. Among those who died from the disease was Edward L. Scarritt, president of the Washington National Bank. He was born in Illinois in 1859 and was graduated from DePauw University in 1884. In 1888 he came to Tacoma and entered the law firm of Knight, Scarritt & Sessions, and with Charles S. Bridges, also a DePauw man, organized the bank which began business in May, 1889.

Meantime the question of whether the company could use the waters of American Lake had reached the Supreme Court in the appeal of the suit of J. S. Wintermute against the water company. The hearing in the lower court had been attended with considerable interest because of the investigations made there by Fred G. Plummer, Henry Sarvent, Norton Taylor and other engineers. They had examined the lake very carefully for underground inlets and outlets and had found in one place what appeared to be a flow into the gravel and probably into a neighboring lake. Wintermute sued on the ground that the taking of water for city use would lower the level of the lake to a point of serious injury to abutting property, and Judge Allyn, of the lower court, sustained the view. The Supreme Court reversed the finding, saying that when the waters had been lowered to damage the shore lands, the owners then would have the right to ask court interference. This opening for the water company immediately was closed by Fremont Campbell who filed a claim to the waters of American Lake "for mechanical and irrigation purposes," the intention being, it was said, to construct dams, pumping stations, etc., for the diversion of the waters upon the prairies.

The council ordered the bond-election program to proceed. Engineer Plummer was present and was asked if he could advise buying the Wright plant. He was not permitted to reply, but after the meeting he said he "would not be in favor of purchasing that company's mistakes."

There was the usual amount of groping in the dark. July 16th the council ordered the city attorney to draft an ordinance reducing light and water rates; a week later the council had dis-

covered that it had a contract with the company and could not reduce the rates. The city had just annexed what became the Sixth Ward. There being some question about the validity of the annexation, and not desiring to have that question interfere with the bond election the council appropriated $500 to be used as attorney's fees by any one who would begin a friendly suit. In due time the courts passed favorably upon the annexation. This was one of the various diverting topics for the electors who as the summer wore away with almost nothing accomplished had formed something of friendly admiration for the adroitness with which the water company handled its forces. The American Lake idea was abandoned and the water company next was heard of with the device of emptying the Mashel River into Spanaway Lake. Manager Hosmer wouldn't admit it, but said a new supply was about to be procured. He denied that C. B. Wright ever had said that the city could buy the plant for cost plus a reasonable interest on the investment. Shortly after this Hosmer sent to the council a proposal. The company, he wrote, had a capital stock of $1,300,000 represented by 13,000 shares of $100 each; 3,000 of these shares were fully paid up; a blanket mortgage for $1,700,000 secured by fifty-year bonds at 6 per cent of which $1,400,000 had been issued. September 1st it would have a floating indebtedness of $200,000 and it proposed to turn over its property to the city on the following terms: The city to pay $60,000 in cash, $600,000 in its obligations and assume responsibility for $1,400,000 of these 6 per cent fifty-year gold bonds which had already been sold by the company.

This proposal brought from one of the newspapers the comment that the "company has offered to sell its entire plant to the city for an even $2,000,000 and take the whole purchase price in fifty-year 6 per cent bonds, or for $2,100,000 to be paid in 5 per cent bonds to run the same length of time. The price seems a trifle high, notwithstanding the fact that the offer includes all its lands, tenements and hereditaments, franchises, flumes, sources of supply (which it says will furnish 48,000,000 gallons of water daily, not to speak of other matter held in solution). Its mains, pumps, hydrants, reservoirs and valuable water meters of the most industrious pattern, some miles of flume now well accus-

tomed to business, filters, standpipes, street lamps and dynamos, and other articles too numerous to mention, usually found in a well regulated country light and water company's possession. * * * In view of the fact that a better system, of more than twice the capacity, can more than likely be secured for less money, the trade will not be closed at once. * * * President Hosmer's letter to the light and water committee of the council is rather an offer to sell the securities of the present light and water company than its actual property. The city has no need to purchase securities. It needs a water and light plant and will be a possible purchaser of such property as the light and water company owns, at its present value."

Nelson Bennett then offered to build a system to bring in and distribute at least 20,000,000 gallons a day from the Mashel River, for $2,000,000 in 5 per cent bonds. Then on September 16th came Rudolph Hering, the great New York water expert, and began an investigation of the whole water and sewer question. The city paid him $50 a day and his expenses from New York and back. He had been called by the water commission. In six weeks he was ready with his report. He informed the council that he had found the plant to be worth $884,650. He had investigated the company's supply, the Mashel River, Green River and South Puyallup River propositions and filed the following estimate as to cost of different systems: Spring water supply, $1,799,680; Green River, $2,958,920; South Fork of Puyallup, $2,146,330; Mashel, $2,235,520. For years his report was the bantering ground for warring water elements, and even unto this day, with the water question at last seemingly settled for years to come, one occasionally hears a disputant quote Rudolph Hering.

Then rose another diversion in the shape of the Eleventh Street bridge proposal. This had been a subject of disputation almost from the first day's run of the St. Paul & Tacoma Company's mill. The mill wanted a direct route to the business district. Its wagons had to travel by way of the "head of the bay," then a greater distance than at present. Others befriended the idea because they believed a bridge would cause other factories to be established on the tideflats. By and by the factionaries had stirred up a controversy as lively and as useless as that when

the present lift bridge was being built, and excited but mistaken persons bewailed the stupidity of public officials who would permit monstrosities which in fact never were even thought of.

For some weeks the council had been discussing the bridge problem and finally in November voted for it, and the ordinance providing a special election was introduced. December 4th the committee to which it had been referred, returned the document so mutilated that it was of no value and the work had to be done over. The ordinance, as reported, called for an election for voting bonds for the bridge, for completing the city hall and buying or building a light and water plant. Councilman Grattan admitted that he and Councilmen Knoell and Steinbach had altered the ordinance with the hope of delaying action and ultimately defeating the plans. Large delegations of laboring men had appealed to the council for means of reaching their work on the tideflats.

CHAPTER LXV

COUNCIL CONFRONTED BY BRIDGE PROBLEM—CONTINUES NEGOTIATIONS FOR PURCHASE OF WATERWORKS AND HOLDS LIVELY SESSIONS—COMMERCIAL BODIES DECIDE IN FAVOR OF PURCHASE—ELECTION HELD AND PROPOSITION CARRIES—TACOMA EASTERN RAILROAD STARTED — WRIGHT'S $100,000 BOND — TALBOTT, BROWNE AND SEYMOUR PRESENT PLANS—COUNCIL COMMITTEE GOES TO SEE WRIGHT—SHAW MAKES INVENTORY—WATER COMMISSION OUSTED—CITY OFFICIALS CAPTURE GAS PLANT AND TOOLS AND ARE SUED—HERING'S REPORT INACCURATE—WRIGHT FAILS TO MEET HIS PAYMENT—RIGNEY WINS HIS SUIT—COLONEL GRIGGS OFFERS TO BUILD PIPE LINE—COMMERCIAL COMPANY ENTERS ELECTRIC FIELD—WRIGHT GETS CONTROL—WICKERSHAM STARTS "MILLION DOLLAR SUIT"—WRIGHT OFFERS TO REPURCHASE PLANT—EXTENSION FUND DISSIPATED—COUNCIL FIXES LIGHT RATES.

The councilmen foresaw financial difficulties. The county had a costly courthouse project and was planning a bond issue; park development was expensive; the school district was about to ask for a bond issue; municipal finances already were troublesome, and here confronting the council was a hazardous and high-priced water and light adventure, a demand for a new city hall and a waterway bridge. Some of the councilmen threatened to resign as the pressure developed; they feared the future. Several bridge plans were proposed, the easiest being from the Northern Pacific Railroad offering to lease to the city a wagon and walkway across its new bridge at Fifteenth Street for $50,000. But it was pointed out that this would give to the city no property rights in the bridge and the council still would be obliged to provide approaches to make the bridge available. Another objec-

tion was that all traffic would have to cross all the railroad tracks on both sides of the channel. Another plan that met with much favor was to build a bridge at Fifteenth Street, but here the railroad tracks would have to be crossed. By adding $65,000 to the $50,000 a good bridge may be built at Eleventh Street, was the retort. Wings could be built from both Tenth and Twelfth streets, in both cases providing lower grades than that afforded by Eleventh Street, and these streets would be made accessible.

The water committee and Mayor Huson prepared in December a letter to C. B. Wright, having spent much time upon it. But they refused to give the letter out for publication, even after it was mailed, and another tempest resulted. The day after it was sent the council spent two hours trying to induce the water committee to reveal the contents. The councilmen suggested, demanded and begged, but to no purpose. It was reported that the letter offered Wright between $1,400,000 and $1,500,000 for the plant.

On the evening of the last day of the year the council again met, and Engineer Sellers, who admitted that he had a good position with the company and did not want it to sell out, was present with authority from Wright to conduct the negotiations with the city. He submitted an "ultimatum," fixing the price at $1,800,000, and that did not include all of the property. This session was held behind closed doors, but the purpose of that was to shield the books of the company which Mr. Sellers then and there exhibited and they showed, it solemnly was averred, that the water plant was making 40 per cent a year on the investment! The engineer had revealed a harvest in common Spanaway Lake waters almost equal to the fabulous guesses of another Sellers who had compounded an eyewater.

Mr. Sellers also informed the council, quite confidentially, that another company was trying to buy the plant and that as Wright's proposal expired that night, the council felt forced to accept it.

When three days later the council made public all the correspondence, Wright's price was found to be $1,850,000. The water committee said this was about $350,000 too high, but that the city should own its water supply and therefore the matter

should be submitted to the people at the polls. Manager Hosmer agreed to extend the Wright proposal to April 1, and the company agreed to complete the 40-inch conduit to Patterson and Thomas springs.

Councilman Grattan, who had been very active against the deal, pointed out in a council meeting that the water company was paying taxes on an assessed valuation of $487,000, thus cheating the city out of 60 per cent on its taxes. If the company were making a profit of 40 per cent on its water and 60 per cent on its taxes, Grattan thought that within a few years it ought to be willing to turn the plant over to the city free. Inflamed minds circulated the report that if the deal were closed Mayor Huson was to receive $25,000 and each councilman $10,000. But no more definite charges of bribery were made.

Major Grattan continued to keep the water warm for the friends of the movement to buy the plant. He aroused further suspicion against it when he asked: "Is it not a curious coincidence that Hosmer should be mayor when Philip Metzler and associates were refused a franchise and Mr. Wright secured it? And that Huson should be mayor just at the right time when they want to unload the old truck upon the city?"

Huson had long been an engineer in the employment of the railroad interests. Grattan charged that councilmen had passes on the Northern Pacific and made other remarks that caused the council the next day to consider a resolution expelling him. Grattan said he had nothing to recant and that expulsion would not hurt him. He said he might be back in councils which other members would be unable to attend. This brought a storm of applause from the audience.

Grattan continued his onslaught on his fellow members by charging that open gambling was permitted. The mayor then took up the cudgel against Grattan. In a letter to the council he intimated that a certain member was acting as agent between the gamblers and the administration. All looked at the Major. He merely smiled. One of the members said Grattan had lost the ability to distinguish between truth and falsehood and intimated that he might be losing his mind! Major Grattan retorted that his view of a councilman's duties was that, as an advocate of

the city, he should use every means to win his case. He thought Hering's report was framed to belittle the Mashel River project, and to make the Green River plan appear unattainable so that the people would be forced to fall back on the water company plant.

Grattan and Steinbach kept all sides in the controversy well stirred up. They were fighting the Wright interests and were opposed to the purchase of the plant. Grattan came to Tacoma in 1887. He had been a newspaper writer, but he became a real estate dealer in Tacoma. As a mere boy he ran away from his home in New York and entered the Union army, but his title of "Major" was received when he joined the Fenian forces for the invasion of Canada. He engaged in various pursuits in Tacoma and at one time was well-to-do. One of his latest ventures was a weekly newspaper which he started as the "Transcript" about eleven years ago. He died eight years ago leaving a family. His son, William, is now city editor of the Daily News.

The council felt forced to act and January 31st telegraphed to C. B. Wright in Philadelphia:

"At a meeting of the city council a committee was appointed to confer with you with regard to the sale of the water and light plant. What is the offer you can make? Your proposition is not acceptable to a majority of the voters. The price is too high, and should not exceed $1,500,000. Bonds ought not to exceed 4 per cent interest. If you care to sell make the most of the opportunity. No prospect of approval by the people if you cannot make a reasonable concession.

"E. STEINBACH,
"W. H. GRATTAN,
"JOHN T. LEE."

Wright replied that he would cut the price $50,000. Manager Hosmer asked that a committee be sent to Philadelphia to confer with Wright. Hosmer offered to guarantee the expenses up to $1,000. February 3 President of the Council Corell appointed himself, Snyder and Steinbach and they left at once. Just before they departed the following telegram was sent to Wright:

"At 5 P. M. tomorrow the ordinance for the purchase of the waterworks will undoubtedly pass the council, after which it must

stand or fall on its merits, and the almost certain defeat by the voters will rest entirely with yourself. The reduction made does in no wise meet the expectations of the people, nor the merit of the request. Steps for securing independent light plant now being taken. Green River proposition considered preferable.

"E. STEINBACH,
"J. T. LEE,
"W. H. GRATTAN."

Councilman Berry opposed submitting the question at a price higher than $1,350,000. February 11th the council received from its committee in Philadelphia a telegram saying:

"Seventeen hundred and fifty thousand cash or bonds at city's option, ultimatum. Committee recommend submitting to people."

The council voted to reply that $1,500,000 was the top price it would submit. Boardman, Gove and Grattan voted no.

Eastern bankers began asking for information about the bonds, one Chicago house promising a premium. D. L. Demorest, of the board of public works, attacked the estimates of both the water committee and Engineer Hering, and declared that the company's statements were inconsistent as it could not pay anything like 40 per cent profit. City Attorney Murray rendered an opinion in which he doubted the city's right to issue bonds in the amount proposed.

Corell, Snyder and Steinbach reported February 21st that Wright had agreed to waive the 5 per cent interest on the 1,450 bonds of the company and to exchange them for city bonds, or, in other words, to reduce his price $72,000, making it $1,778,000, in either cash or bonds. This did not satisfy the committee and at another conference the price further was reduced to $1,750,000, with the gas plant at $200,000. Berry moved to accept the report and to pay the committeemen $1 each, explaining that he meant no reflection upon the committeemen but offered it as a protective measure, and the motion was carried.

By this time the community was feeling the tightening conditions and its inclination to buy the plants was strengthened by hints that the company, if it sold, at once would put the money back into improvements upon its other properties, and would build

what later became the Tacoma Eastern Railroad. The matter now quickly came to a climax, and the council February 25th voted to submit the water question to the people at a special election March 31st. The water company filed a certified inventory of its property. The council then found that the state law required the registration books to close ten days before an election. As the regular election came April 4th it would be impossible to fulfill this requirement and the water election was set forward to April 11th. Everybody was discussing the momentous question, and the die was cast when the commercial bodies held a largely attended meeting March 30th and decided in favor of the purchase. At the election the total vote was 5,181 of which 3,200 were for the purchase and 1,981 against. The proposal won by a majority of 91 2/3 votes more than the necessary three-fifths.

At the same election the Eleventh Street bridge bonds were voted, 3,271 for to 1,753 against.

Considering the long and bitter campaign the election was tame, about the only excitement being in the Second Ward where Colonel Griggs, who was vigorously fighting the purchase, accused the light and water company of using money to procure votes. Isaac W. Anderson, of the Land Company, retorted that Colonel Griggs was using money against the bonds.

The Tacoma Eastern Railroad enterprise had been a tempting lure to the voters, and while they accused its promoters of deception the charge was not altogether fair. The road had been run up the gulch by John Hart, who owned a sawmill out Bismarck way. At first it was a mere tram, with wooden rails, but it answered Hart's purpose of getting lumber to tidewater. There became interested with him Isaac W. Anderson, of the Land Company, Edmund Rice and the noted engineer, Virgil W. Bogue. They formulated elaborate plans and attempted to get money to carry them out, but the financial storm of 1893 prevented. Wright could not help them. He was no more able than others to lay hands on cash in that period. And so that upon which the community had set such a store of hope went glimmering and it was not until 1900, when John Bagley and the Ladd interests procured the line, that the earnest development of it began.

In the wrangle over the property which the city in its wrath had commandered, C. B. Wright gave an indemnity bond of $100,000 and a squabble followed over its acceptance, the question being whether such acceptance would benefit the city's chances in the suits against the company. By this time Demorest, of the board of public works, had estimated that the company had failed to turn over $61,000 worth of pipe. He also had made an estimate fixing the value of the light department at $177,663.63, and of the water plant, not including water rights, at $740,886.47, of which $153,750 was in real estate. The city's desperate need of money drove the council to action, and November 15th it voted to accept the bond with W. D. Tyler as security, and Wright at once paid $100,000.

Charles B. Talbott was entering the lists with another proposal. He offered to bring in 20,000,000 gallons for $852,500. He had discovered and named Chenuis Creek, which empties into the Carbon. J. Vincent Browne was his associate. A few days later Browne died suddenly from paralysis. Both Talbott and Browne were engineers, and Talbott was the originator of the Bull Run waterworks project in Portland. He gained no reward for it, nor did his water plans in Tacoma work out, and he died a disappointed man. His widow lived in Tacoma until a few weeks ago, when she went to New York to reside with her son, who is prospering from valuable boiler patents. Through all the years since 1893 Mrs. Talbott kept as a parlor ornament a three-foot glass jar containing Chenuis Creek water.

Edmund Seymour entered the contest from another angle, with a suit to restrain the issuance of the water and light bonds. He and his brother, William W., had come to Tacoma in 1889 and had formed with R. V. Barto a company for dealing in mortgages and bonds. They were interested, too, in the water negotiations as they were acquiring stock in the Wright concern, which in after years was to place them in control of the gas plant. Seymour's complaint alleged that the bond issue would cause the city debt to exceed the 5 per cent limit, the roll for 1893 showing a property valuation of $41,685,050. Judge Emmet Parker, May 19, ruled with Seymour, and he held also that the notice of election had been published but twenty-six days when the law demanded thirty.

C. B. Wright then offered to take all the light and water bonds at par plus interest, and promised to despatch engineers to survey a line for the Tacoma Eastern Railroad. When bids for the bonds were opened by the council the Wright bid was much the best. City Treasurer Boggs resealed the bids until the Supreme Court could pass upon the findings of Judge Parker, and this the court did that very day, reversing Judge Parker. Supreme Judge T. L. Stiles, though opposed, as a citizen of Tacoma, to the bond issue, wrote the opinion which overruled Judge Parker and validated the bond issue.

Councilmen Berry and Lee aroused new interest in the compelling puzzle by declaring that the company had, in a second schedule submitted, left out certain property and had misrepresented the extent of the Galliher Gulch station property. The company then frankly said it did not intend to transfer all its property. The council sat far into the night, then ordered Mayor Huson, Comptroller Slaughter and City Attorney F. H. Murray to go East and complete the transfer. When they met Wright he asked for time to pay $300,000, and was given a week. This angered the citizens and they held a mass meeting to condemn the council. Politics, of course, magnified every little error. Meanwhile the council was squabbling over the control of the plants, and Mayor Huson was charged with playing politics. The council was trying to force the company to surrender its books and papers. There was a keen desire again to lay eyes on that 40 per cent! While the council quibbled the plants were orphans, but finally, August 5, Henry Shaw was appointed by the board of works to make an inventory of the property, the original having been lost. The water commission was ousted and the board of works was in charge of the plants. Later the inventory was found and the city discovered a discrepancy of $50,000 in materials and tools between the original and the supposed duplicate.

Mayor Huson, members of the board of public works and a squad of policemen went to the gas plant, drove the employees away and took possession. They captured a large lot of tools, pipe, etc. The company, in retaliation, sued Huson, Arvid Rydstrom, D. L. Demorest and R. H. Lloyd for $30,000 damages.

It was charged that the telephone wires had been cut so that the company's offices could not call the police. Scarcely was the ink dry on this complaint before the mayor and board made another raid, seizing a large amount of iron pipe. It was removed to the water front, where Rydstrom and Lloyd stood guard all night. Huson and Demorest were arrested immediately after the raid and spent the night in their homes under guard of deputy sheriffs. The next morning Rydstrom and Lloyd were arrested.

Hering's report had shown that Patterson and Thomas springs produced 7,500,000 gallons, but when City Engineer Morrison investigated in September he found only 2,000,000 gallons. Wright's $50,000 payment on the bonds fell due and was not met and there was talk of suits to enforce the contract and to recover, as well, on the ground that the company had misrepresented its property.

The people had just voted $300,000 for a court house and $60,000 with which to buy the property of the University of Puget Sound, in addition to light, water and bridge bonds. They had lost faith in the Wright promise to build the Tacoma Eastern Railroad, and when they learned that the light plant was in poor condition and that $5,000 had been spent for repairs in three months, and that dams and flumes were badly out of shape, they approached the point of despair. The panic had begun its relentless squeeze. There was a happy sigh of relief when it was announced that the first quarter's net profits from the plants amounted to $25,000. The charge was made then, and it often has been made since, of overestimates in profits and of failure to include items that ought to be included in operating and maintenance expenses. This always has been one of the several bones of contention in municipally-owned enterprises. That from time to time over-zealous city employes, looking to the security of their positions, have announced profits which no well-managed private enterprise would claim, has been alleged time and again, and, on occasions, with justification.

An additional kink was added to the tangle when Judge Stallcup decided in favor of Robert Rigney a suit brought to restrain the city from using Clover Creek water without paying for it.

When Wright's indemnity bond was delivered to the city it was accompanied by what purported to be a complete inventory of the property bought by the city, but it fell so far short of public expectations that new charges of fraud were made and there was talk of calling a grand jury. In the midst of this City Clerk Smyth was reported by Comptroller Slaughter to be short in his accounts, but this proved to be a case of poor bookkeeping and not of embezzlement. The general disappointment in the water supply caused Col. C. W. Griggs to submit an offer to build a pipe line to the Mashel River to bring in 20,000,000 gallons daily. But the city was in no mood for further adventures.

In the spring of 1891 the Commercial Electric Light and Power Company had come into existence. Its capital stock was $250,000, and W. B. Bushnell its president. He was a promoter of striking abilities. Witnessing the community hatred of the Wright light and water companies he concluded that the time was ripe for a rival. He quickly interested a number of men with his rosy pictures. Robert S. Hill was made vice president; Chester Thorne, treasurer; S. G. Biglow, secretary. The officers and M. G. Denton composed the directorate. An arrangement was made whereby the St. Paul & Tacoma Mill group were to take half the stock in the company, provided the electric company would build a suitable power plant on the mill grounds. It also was understood by one side at least that the mill company would furnish free fuel. The officers had planned to remove the plant west of the city waterway after it had gained enough momentum. They were surprised when the mill company presented a fuel bill for $500 at the end of the first month. A protest brought from Colonel Griggs the retort that he knew nothing about the alleged fuel agreement, and if Hewitt had made it he had gone beyond his authority. From the slab colloquy rose a quarrel that lasted for many a day and was one of the causes leading up to the sale by some of the stockholders of a controlling interest to C. B. Wright. In the dealings between the city and Wright the city officials had let it be known that they did not want to buy his gas company, and they seem to have been somewhat befogged with respect to the Commercial Company, which they well might have foreseen would become an

impediment to the city's welfare. The Commercial Company was left in Wright's hands, and with the gas plant and the Puyallup water plant afterward became notorious as the "residuary."

Edmund and W. W. Seymour interested Hon. John F. Dillon of New York, and after some months of investigation he bought the "residuary." This led to the organization, in May, 1895, of the Tacoma Gas and Electric Company, with Edmund Seymour as president; C. P. Masterson, vice president; W. G. Gaston, secretary, and Charles B. Hurley, treasurer and manager. September 27, 1894, City Attorney James Wickersham sued the Wright interests for $1,000,000 damages, charging fraud in the sale, in that the company had misrepresented the value of the two plants. The suit alleged that the water plant was worth but $572,936.37 and the light plant $177,063. In the matter of the pipe and other property which the city had seized, and on account of which a suit had been brought against Huson, Rydstrom, Demorest and Lloyd for $50,000, a jury in Judge Irwin's court brought in a verdict in their behalf in fourteen minutes. In this case the city was represented by Attorneys J. S. Whitehouse, A. R. Titlow and John A. Shackleford, and the company by Galusha Parsons and H. H. Corell.

Superior Judge Stallcup then began proceedings, as a citizen, to annul the bonds given by the city for the plants. This was not popular. Many regarded it as a measure in repudiation. Then, while the city council was discussing means of increasing the water supply, C. B. Wright wrote a letter to Joshua Peirce offering to take back the plants at the price the city had paid and offered Peirce $5,000 commission if he could bring about this deal. This letter and the gymnastics in the city hall caused the people to doubt the ability of the city to operate the plants. On top of this came the decision in favor of Robert Rigney's claim to Clover Creek and that supply had to be abandoned. The city then procured 100,000 gallons daily from the Northern Pacific Railroad well in South Tacoma, and fire engines were sent to pump Crystal Springs into the mains, and Melville Springs were piped in. The $330,000 which the city had for bringing in Patterson Springs was lying idle in the banks. It

was charged that councilmen were being bribed to permit the money thus to remain. In March, 1895, Judge Parker decided against Judge Stallcup in the bond case. The city was represented by D. J. Crowley, City Attorney Wickersham and Assistant Gibbs, while Stallcup's advocates were Frank H. Graham, Ben Sheeks and A. R. Titlow.

The city council, in September, 1894, passed an ordinance fixing the electric light rates, and it was set forth that one arc light burned until midnight should cost $10 a month; all night, $15. It was provided that if a firm used fifteen lights or more beneath one roof the price should be $6 for the first and $5.50 for each additional, but it was provided that they should not burn later than 8.30, except on Saturday nights when 10 o'clock was the limit.

For an incandescent light of sixteen candlepower burning until 10 P. M. the price was fixed at $1 a month or $2 for all night. The cost of a thirty-two candlepower lamp was just twice as much. Special provisions were, however, made for residences, the rate being fixed at 25 cents a lamp, with a minimum of $1 a month.

CHAPTER LXVI

EX-TREASURER BOGGS TRIED FOR EMBEZZLEMENT—JORDAN STARTS WARRANT SUIT—STALLCUP SCORES CITY MISMANAGEMENT—RIGNEYS SELL RIGHT TO CLOVER CREEK—TITLOW BECOMES RECEIVER FOR BANK—BOOKS AND SECURITIES DISAPPEAR—PARKER GOES TO OREGON AND RETURNS WITH BOGGS, WHO IS SENT TO PRISON—WICKERSHAM WINS "MILLION DOLLAR SUIT"—FIREMEN THREATEN TO STRIKE FOR PAY—CITY SUED ON BOGGS WARRANTS — BOND INTEREST RAISED BY SUBSCRIPTION — COUNTY AND CITY OFFICIALS ARRESTED—SUPREME COURT REVERSES SUPERIOR COURT IN "MILLION DOLLAR SUIT" AND LATER REVERSES ITSELF—TUGWELL AND BAKER FOUND GUILTY OF CONTEMPT—CITY ACQUIRES COMMERCIAL LIGHT PLANT—FAWCETT CUTS LIGHT COMPANY WIRES—CITY REACHES CASH BASIS —C. B. WRIGHT DIES—"MILLION DOLLAR SUIT" COMPROMISED —GAS COMPANY REORGANIZED.

The continuous inquisiton in the city was at last yielding results. For several days rumors had crept about concerning the condition of the city clerk's office and there was not much surprise when George Boggs, the ex-clerk, was arrested November 8, 1894. It was alleged that he had appropriated money to his own use, substituting worthless securities in the State Savings Bank, then in the hands of a receiver. The failure of banks in which city funds had been deposited had given him an excuse for not checking out the funds to his successor. When arrested he still was responsible to the city for a considerable sum. Before his election Boggs had conducted a livery stable about where the Pythian Temple now is. When he got into trouble he hastened to a backwoods town in Oregon with his wife and children. He hoped to bury them so deeply in the wilds that they would not

hear of his troubles which he intended to return and face. Friends found her in a destitute condition there and provided for her. It quickly was revealed that Boggs had saved nothing from his stealings. They had filtered through his fingers into the pockets of political followers and, in a larger amount probably, into the hands of a man connected with one of the failed banks who, Boggs' friends believed, had led him into the difficulty and had profited by it. Boggs was acquitted without having introduced testimony in defense. B. S. Grosscup, Stephen O'Brien and F. C. Robertson were his attorneys. It was a signal victory, but only a temporary one.

A. N. Jordan, owner of some old city warrants, obtained an injunction restraining the city from paying current expense warrants out of the order in which they had been issued. Judge Stallcup, rendering his decision, went beyond the case to review the history of the city's financial policy in the following language:

"* * * For lawless and void debt making no community of English speaking people of like population can show a parallel to our city officials who controlled the interests of the city for the two years preceding May, 1894. * * * It appears that this C. B. Wright water involvement hangs like a millstone around the neck of the city, holding the city not only in shameful disgrace but in the deplorable condition of no water supply, and at the same time bereft of the means and power with which to acquire one, as it is shown by the evidence that the extension fund has been despoiled and dissipated. It appears that after the foisting of this $1,750,000 transaction the fact comes to light that the city acquired no water or water supply; that the water which the said company had been running through their wooden flume, mains and supply pipes, and selling to the city and citizens, was water which they were lawlessly taking from the farmers of Clover Creek, so that it has now turned out that the city has been perpetually enjoined from taking water therefrom, and the property left in the possession of the city by this iniquitous transaction is an affliction simply. * * * No greater hurt can be done our institutions than by giving judicial cloak to such villainies as are disclosed by the records in this case."

Wickersham, still city attorney, though the council, after balloting several times, had refused to confirm his reappointment by Mayor Orr, issued a statement on the city's financial condition July 1, 1895, as follows: funding bonds, $350,000; city hall bonds, $200,000; water and light bonds, $2,080,000; bridge bonds, $100,000; outstanding warrants, $906,443.41; a total of $3,636,443.41, or $991,162.21 more than the limit allowed by law. It was estimated that Tacoma was paying $300,000 interest annually.

The second year of municipal management of the light and water departments ended June 30th and showed net profits of $33,696.54. This was an increase of $5,700 over the preceding year and was one bright spot of hopefulness.

Robert and Mary Rigney, having won their injunction suit, found the surplus waters of Clover Creek more of a detriment than a benefit to them. They agreed to take $8,000 for a daily supply of 4,000,000 gallons, but Controller Benham refused to sign the warrant because the money was to come from the extension fund. Benham changed his mind two weeks later and the deal was closed. Citizens again drank Clover Creek water, at a saving of $36 a day in pumping charges.

Water and warrants, Boggs and banks, were universal topics. A. R. Titlow, who on September 14, 1895, was appointed receiver for the Bank of Tacoma and the Tacoma Trust and Savings Bank, filed an affidavit accusing the bank's officers of fraudulently dissipating resources. They were fugitives from justice. Pres. W. B. Allen was arrested at Chehalis, returned to Tacoma, and released on bail. Immediately he departed for Seattle where he was rearrested on a telegraphic warrant. He was back in Tacoma within thirty-six hours from the time he had started for Chehalis. Titlow received $2.50 cash on hand, later finding 60 cents more in the vault. The bank's books were missing, also city warrants to the value of $212,000. Titlow knew that the warrants had been bought by George Boggs while city treasurer, with money taken from the $330,000 water extension fund.

Instead of cancelling the warrants, Boggs deposited them in the banks. Having once been paid, the warrants were illegal. Sheriff Samuel Parker, with warrants charging Boggs with em-

bezzling $109,000 and unlawfully using $180,000 more, and with extradition papers, started for Oregon. Great secrecy had been used and Parker was much surprised to find Boggs waiting for him at Central Point, Ore. The trial began December 10th, before Judge Parker, the state being represented by Prosecuting Attorney Coiner, Assistant Prosecutor J. A. Shackleford, and R. G. Hudson. Fremont Campbell, Hugh Farley, L. C. Dennis and James O'Brien appeared for Boggs. The specific charge was of accepting 3 per cent interest on city funds deposited in the Tacoma Trust and Savings Bank. After a trial of eight days the jury brought in a verdict of guilty. The case was appealed but Boggs lost and went to prison.

Powerful opposition developed against Wickersham's "million dollar suit." Its opponents thought the suit sought to repudiate a debt and that the city's credit would be injured. Some of the water bonds, it was shown, had been sold to innocent purchasers.

The case came to trial on December 9th before Judge Pritchard. The jurors were A. W. Newbauer, Kapowsin; William Lane, Alderton; J. D. Gilham, Sumner; James Morse, Gig Harbor; A. W. Stewart, Stuck Valley; Charles D. Beach, Puyallup; Joseph Charters, Tacoma; Nick Doering, Steilacoom; Henry Becket, Orting; George W. Howard, Harts; William Harmon, Orting, and John Hadder, South Prairie.

Eighteen days were consumed in taking testimony. Ex-councilman Snyder, of the committee which made the first estimate, said the committee thought the city should buy the plants, even though the price was above actual value; he thought the reports had been padded in order to persuade the voters to favor the deal. The padding amounted to $323,638.05. C. B. Talbott had checked up the water plant and thought it to be worth $506,500. Although Hering's report showed 66½ miles of mains and pipe, Ex-Superintendent Hurley testified there were but fifty-three miles. The franchise he considered to be worth $300,000. The net earnings for 1892 were $125,000.

Judge Parsons, D. J. Crowley, H. A. Corell and B. S. Grosscup represented the company. Parsons in his closing argument urged the jury to remember that C. B. Wright had invested much

money in Tacoma and was entitled to consideration. Wickersham, who had been assisted by Ben Sheeks, attacked Corell's record, saying that at the time he was acting president of the council he also was a member of the firm of Parsons & Corell, attorneys for the Wright Company. Corell went to Philadelphia as a representative of the city, and at the same time he received 30 per cent of the $3,200 fees paid his firm for services to the Wright Company, and his share of the 1 per cent of the purchase price after the bonds were delivered to Wright, declared Wickersham.

Late in the afternoon the jury retired, and the next morning reported that it had found damages for the city in the sum of $787,500. Wickersham, entering the court room shortly after the verdict had been rendered, was given an ovation. The case was appealed. January 3, 1896, the council confirmed Wickersham's appointment as city attorney.

The council found itself without money to meet bond interest. Six months before citizens had subscribed about $30,000 with which to make up the deficiency. This loan to the city was paid back in June and at once re-lent to the city and the interest paid. The city was owing the firemen back wages and they threatened to quit unless they were paid by July 1st. Insurance companies threatened to cancel policies if the council allowed the firemen to quit. The situation was desperate. The firemen had been living on short rations and were badly in need of money. A largely attended meeting was held in the Chamber of Commerce, citizens came to the rescue by subscribing the necessary funds and the firemen remained on duty.

Titlow's investigation brought other banks into the muddle. Bond interest became due and Treasurer McCauley, September 30, arranged for its payment through the Columbia National Bank. The bank failed to make the remittance, but, learning of Titlow's investigation, started suit against the city to force it to take back $170,000 of Boggs' warrants. The German-American Safe Deposit and Savings Bank, holding $58,399.13 of the same warrants, joined in the suit. McCauley drew checks on the banks for the city's balance; payment was refused and the checks went to protest.

Tacoma's money was gone—even the sum set aside for meeting the interest on the bonds. The taxpayers had voted heavy debts upon themselves and their officers had robbed the treasury. The city's credit was threatened. Philosophically facing the problem, citizens by subscription raised the $54,000 required to meet the interest. The method was this: O. B. Hayden and two other bankers visited business and professional men, taking their notes, without interest, for $100 and $200 sums. Hayden was in position to do this work as he had opposed buying the light and water plants. Having procured the notes as collateral the banks then advanced the interest money, which later on was repaid.

Upon petition of the city, Judge Parker, October 19th, appointed S. R. Balkwill receiver for the German-American Bank. Several days later the receiver gained entrance to the banking room, but the officers had flown, taking cash, books and securities. Balkwill was in charge of the office furniture and $1.10 that had been overlooked by the thieves. The Columbia National fight had reached the Supreme Court when, on October 24th, Bank Examiner Charles Cleary, upon orders from Comptroller of the Currency Eckels, was placed in charge of its affairs. Through that fall Tacoma well might have counted lost the day whose setting sun failed to see another official in court. City Treasurer McCauley was removed and Frederick T. Olds elected. McCauley later was tried and found guilty of accepting interest money. The Supreme Court affirmed the sentence. M. M. Taylor, president of the board of public works, and one of the charter framers, was tried by the council November 20th, and, upon the testimony of W. G. Peters, cashier of the Columbia National Bank, found guilty of accepting $500 for using his influence in inducing the commissioners to deposit county funds in that institution. Taylor admitted the charge but attempted to justify it as legitimate. Francis W. Cushman, Taylor's attorney, appealed the case to the Superior Court. Councilman Charles A. Cavender was expelled from the council for "conduct unbecoming a member."

Boggs' warrant suits were in the courts for months. The New York Security and Trust Company and Francis T. Muhlen-

berg, upon appeal cases in the Supreme Court on June 28, 1899, obtained a verdict in their favor and the city was forced to pay the indebtedness which its attorneys had claimed to be illegal because in excess of the limit fixed by state law. The total amount was in excess of $1,200,000. After putting them off several times the council at last funded the debt.

In January, 1897, the Supreme Court reversed the decision of the Superior Court in the "million dollar water suit." It failed to find misrepresentation or fraud, and held that the purchaser was supposed to know what it was doing. There was in Tacoma at the time a weekly paper called the Sun, edited by A. P. Tugwell and Frank L. Baker. Baker, who was known then and afterward as a rather testy radical, gave the Supreme Court, and particularly Judge Anders a pen lashing in which he employed such expressions as "infernal rotten decision," "supreme simpletons," "conception of an ass," "vicious and vacillating." Baker and Tugwell promptly were cited for contempt and fined $300 each and carried off to the Mason County jail to serve out the fines, the Thurston County jail being too insanitary for editors.

Wickersham, who was fighting the water company on a contingent-fee basis, filed a motion for a rehearing of the "million dollar suit," and the Supreme Court reversed its former decision. Justice Reavis wrote the opinion which gave $797,500 in damages to the city. Judgment was entered and the sheriff later reported that the Tacoma Water & Light Company was without property upon which levy could be made. Wickersham immediately alleged that the Tacoma Gas & Electric Company had been organized with the aim of sequestration and he obtained an execution on all its property, including the Tacoma gas plant, the Puyallup waterworks and the company's franchises.

The Superior Court nullified the sale of the "residuary" to the Seymour interests and the case was appealed. While the appeal was pending both sides became uneasy and a compromise was effected, the city gaining the electric property, which the council should have obtained in the first place, while the gas plant and the Puyallup Water Company remained with the Seymour Company. A condition of the settlement was a

suit against Mayor A. V. Fawcett, in the wire-cutting case. Fawcett shortly after midnight, July 12, 1896, and Officer John Desmond, each in charge of a crew of men, had cut the Commercial Company's wires from city poles until many homes and business houses were in darkness. The trouble dated back to March 14, 1895, when Ed Orr, then mayor, had tried to terminate the contract by which the old Tacoma Light & Water Company had used city poles on a rental basis. The city, after it became owner of the light plant, continued the arrangement. Orr's attempt was stopped by injunction and the wires were not removed. When Fawcett became mayor he conceived the idea of doing away with competition by force. He ordered the wires removed by July 1st. The reply was that sixty days' notice was necessary. He then cut the wires. The company obtained an injunction from Judge Pritchard and began restoring the wires. Judge Stallcup, not aware of Judge Pritchard's action, issued an order on the mayor's petition restraining the use of city poles. A few days later the cases were heard by Judge Stallcup, who ordered both sides to quit until the courts could hear all the facts and decide the question on its merits. An incident of the warfare was the arrest of Supt. Charles B. Hurley for ordering his men to restore the wires. He was led away to jail, but the city officials were careful not to allow him to be locked up, as that might have precipitated personal damage suits.

The wire-cutting episode has become colored by forgetfulness, misinformation and a purposeful advertising until a considerable portion of the electorate fancies it to have been the emplacement of a new magna charta. The matter reached the Supreme Court. The mayor was ordered to sit still while the wires were replaced. The court also made the city responsible for the damage done. These cases are set forth in the seventeenth and twentieth Washington reports. The night raid helped in no way to further the people's interests; instead, they had to pay the costs. Politically the episode had an almost exact counterpart in the Fern Hill car fare case in recent years. Suit to reduce fares to Fern Hill was filed originally in the administration of Mayor Linck. Later on Attys. J. F. Fitch and B. F. Jacobs brought proceedings on behalf of Peterson and others. City

Atty. T. L. Stiles voluntarily entered the case to assist Fern Hill. While the case was pending Mayor Fawcett used the police power in an attempt to coerce the company. Injunctions at once were issued and this warfare ceased. In due time the courts having dealt with the case without regard to the mayor's action, handed down a decision in favor of the people and the company refunded the fares that had been overcharged. It was a fine victory and in the rejoicing the whole community joined Fern Hill. At once the credit was claimed by Mayor Fawcett and others, but Fern Hill ought not to forget Fitch, Jacobs and Stiles.

Mayor Fawcett has been before the people of Tacoma a long time, and he has reflected a many-sided character. He learned long ago that a large part of the public loves to see the Big Stick in action, whether it is swung within the law or not. He has been successful in assuming the credit for unmaterialized achievements and in monopolizing laudations properly belonging to others who, not desiring public office, did not claim and widely publish them. He has been consummately shrewd in his attacks, his defenses and his silences. In many respects he is the ablest politician this state has produced. He knows as few men know how to play upon all the keys of ignorance. With him the political game is a constant study, whether he is sitting silently fishing from the Point Defiance Wharf or engaging in a billingsgate bout with fellow officials in the city hall. His friends have vastly overestimated him; his enemies have vastly underestimated him. His friendships are due very largely to a generosity which has opened his purse to many a man in distress, not always with hope of political reward.

Financial conditions had begun to improve in 1896. Moral conditions in the city hall had been under treatment for a number of years, and what seemed to be an almost hopeless precipitation of greed, dishonesty, political corruption and pathetic incapacity, which had driven many persons from the city and had given it a bad name in far places, had by this time been fairly well dissolved. Wickersham was a tower of strength in this enterprise, though he was working for a fee and though he was accused of selfish aims. The commercial bodies and the leading business

men had stood firmly upon a platform for a general purging, with as little notoriety as possible and with no taint of repudiation of the city's obligations, even though they must contribute heavily to avoid it. The commercial bodies had led in the demand for a reduced expenditure in the city hall and had enforced it. By the fall of 1897 general conditions were much improved, tax-gathering became easier and in November of that year the city returned to a cash basis and had paid all the past-due wages of its employes. Tacoma had had her fling—a wild debauch, and now she was settled down to business and to the program of a more substantial, if less rapid, development. It was so everywhere.

Charles B. Wright, known for years as "the father of Tacoma," died in Philadelphia March 23, 1898, at the age of seventy-six. He had been in bad health for a number of years. He had last visited Tacoma in 1892. His will left incomes from $1,200,000 to his three children, Charles B., Annie L., and William T. William D. Tyler was appointed administrator of his will in this county with bonds of $125,000. His personal property was valued at $160,000. He left coal and timber lands, 320 acres of land in King County, 480 in Pierce County, 70 lots in the Sixth Addition and interests in a number of the prominent manufacturing concerns in Tacoma. His death had much to do with the compromise of the "million dollar suit" which the city had won. Had Wright lived the fight would have gone on and on. He believed he had been wronged. The judgment that had been rendered involved his estate and his heirs desired to be rid of the trouble. Both sides in the controversy were uneasy, the one that it might lose in a rehearing, the other that the great judgment might stand. Charles B. Hurley, whose all was tied up in the litigation, came forward with a compromise proposal. He already had sounded out several of the councilmen and the mayor. The peace plan was laid before a special meeting of the council August 1, 1898. Wickersham said that while he felt sure of victory, he had made mistakes in lawsuits and would not advise the city to reject the offer. The council voted to give it consideration and at a later meeting voted it down.

At this time the city had a suit before the master in chancery

of the United States Court to determine ownership of stock of the Tacoma Light & Water Company, which suit had grown out of the $787,500 judgment obtained by the city in the Supreme Court; also a suit in the Supreme Court to determine the city's right to sell the Puyallup Waterworks. In a third suit brought by the New York Security & Trust Company, trustee of the estate of C. B. Wright in the United States Court for the purpose of foreclosing a mortgage of $250,000, the city was a party defendant.

Through the autumn the negotiations proceeded. There were renewed charges of bribery. A city official had indeed exacted a promise of payment, which was not kept, but it almost put him and the briber in jail. January 12, 1899, the council voted to accept the compromise offer. It embraced these provisions: the company to pay to the city $100,000; to deed all the property, machinery, franchises, etc., of the old Commercial Electric Light & Power Company to the city free of all debt and to pay special attorney's fees amounting to about twenty-five thousand dollars to Sheeks & Wickersham.

This gave to the city control of the electric lighting and power business and was considered a good settlement. The property obtained, together with the cash, was estimated to be worth two hundred and fifty thousand dollars. Final transfer was completed early in February, the great fight was done, but the public's troubles were not over. Thousands of dollars, finally amounting to millions, were to be spent before the end seemed to be in sight.

The gas company, which was retained by Hurley and his company, went into the hands of a receiver in 1897, James C. Drake, now city commissioner, being appointed receiver. It passed out of the receivership in 1899. In 1901 Charles B. Hurley sold his interest to W. W. Seymour, who held the control. Hurley formed the Hurley-Mason Company, which has constructed some of the largest reinforced concrete structures in the Northwest, including the Union station, Tacoma and Perkins buildings. In 1905 Seymour sold his interest to eastern brokers, Messrs. Gay & Dean. They failed and sold the plant to Byllesby & Co., the present owners, who at once began spending large

sums in betterments. There has been put into the gas plant about five million dollars. It has 205 miles of mains. One of its employes, Ray Moon, has been on its payroll nineteen years—a long time. In 1907 the company introduced a water-gas machine, but continued to make coal gas. The present output is 1,500,000 cubic feet daily. Elmer Dover, the present manager, is a prominent figure in the Byllesby concern and his activities cover several western states. Edmund Seymour had returned to New York long before the sale. W. W. Seymour, who had spent much of his time in New York for several years, returned to Tacoma to make it his home, and shortly after the sale of the plant he gave $10,000 to the city to be used as Mayor George Wright saw fit. The conservatory in Wright Park was decided upon. Seymour's public spirit, cleanly life and high ideals led his friends literally to force him into the mayoral fight and he defeated A. V. Fawcett in the recall fight of 1911.

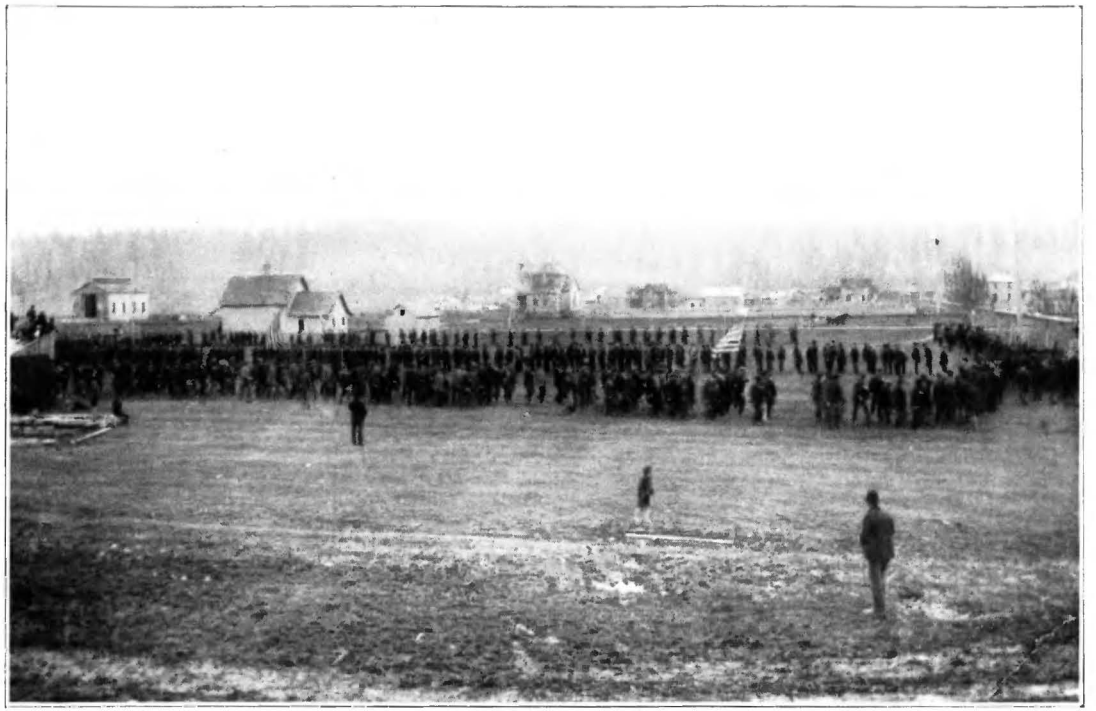
CHAPTER LXVII

1894—"ON TO WASHINGTON!"—COXEY ARMY UNDER "JUMBO" CANTWELL—IN CAMP AT PUYALLUP—GOVERNOR M'GRAW IS CALLED—UNITED STATES MARSHALS GUARD TRAINS—"JUMBO" RIDES FIRST CLASS—RIOT IN SEATTLE—NORTHERN PACIFIC TRAINMEN STRIKE—SIXTY DEPUTIES ON DUTY—JIMMY JONES SAVES TODD—"DICKINSON'S SPECIAL"—FEDERAL TROOPS CALLED—GUARDSMEN REBEL—STORM DEMORALIZES TRAFFIC.

Conditions steadily had grown worse. Day by day the groups of idle men increased, and as they discussed the conditions and the causes which they thought had led up to them they became so inflamed that property interests felt alarm. From the East came news of a great army which Coxey, of Massillon, O., proposed to march to the City of Washington and there demand of Congress and President Cleveland that they adopt legislation such as Coxey and his followers believed would cure the national ills. Coxey's appeals caused movements of some kind in almost every city in the Union. In Tacoma the response was quick.

With the battle cry of "On to Washington!" the "industrial army," with Frank, known as "General Jumbo," Cantwell, at its head, marched out of Tacoma on the afternoon of April 29, 1894, bound for Puyallup, where it went into camp in a vacant building. For weeks the army had been organizing. Meetings were held in the old National Theater built by Pincus several years before on A Street. The departure was a source of great relief to Chief of Police D. O. Smith.

"Jumbo" had early developed into the leader of the Tacoma contingent. By his side at the head of the column marched two lieutenants and his big St. Bernard dog. Next in line came the bearers of a great, handsome flag which the Grand Army



"DRESS PARADE" OF COXEY'S ARMY IN FRONT OF MAYOR HOLLENBECK'S HOUSE IN PUYALLUP, MAY 2, 1894

of the Republic had presented to the army. Some 600 persons were in the marching column, 300 of whom were soldiers pledged to go to Washington, while the remainder were those who sympathized with the movement and had agreed to remain and assist in caring for the wives and children left in Tacoma.

"Jumbo," wearing a bright new uniform, doffed his wide-brimmed hat, and, with an engaging smile, took up a collection from the spectators who had gathered to witness the departure. Several wagons loaded with commissary stores preceded the army to Puyallup and it was said some $2,000 in cash was in the treasury of the organization.

At Puyallup the Tacoma brigade was joined by that from Seattle, consisting of almost seven hundred soldiers, with General Shepard in command. Here the Federal Government became interested in the army, which it was thought would make an attempt to seize the Northern Pacific Railway. Deputies under direction of United States Marshal James C. Drake went into camp as guards of railroad property. General "Jumbo" offered G. W. Dickinson, of the Northern Pacific Company $1,000 for a train of twenty cars to St. Paul, members of the army to man it without cost. The offer was declined.

Camping at Puyallup and doing nothing soon began to tell on the soldiers and "Jumbo" and other speakers found their hands full in trying to keep them in line. None of the men was armed and their orders were not to drink nor steal. But the presence of so many idle men became irritating to the people of the valley and they petitioned Governor McGraw to come and try to work out a solution.

McGraw went to Puyallup May 2d and a meeting was held, 3,000 attending. It was a wild meeting, almost without semblance of order, each speaker talking in a go-as-you-please manner, with frequent interruptions. The governor told the men he could not force the railroad to carry them, that conditions East were as bad as they were in the West and that they, the soldiers, were not wanted back there.

"Jumbo" then took the floor, declared that his men had been induced by the railroad to come West, they had paid their money to the railroad for transportation and now they proposed to make

that "foreign-owned corporation" carry them back. The net result was the appointment of J. G. Davis, A. E. Bennett and H. B. LeFevree to confer with the Great Northern Railroad officials. The men on the Great Northern had struck and that road was in bad condition, its tracks obstructed with rocks and dirt slides and train service demoralized. The army heard that Hill had offered to furnish a train for its use provided it would operate the same to St. Paul, clearing the track as it went. The strikers told the army leaders that they would only be assisting the road to break the strike, and the plan was given up.

The Northern Pacific was in the hands of receivers appointed by and responsible to, the federal courts. Deputy marshals guarded every train. Freight trains moved out of Puyallup only in daylight. Then the army heard that the railroad company had mined the bank of a cut near Buckley and intended to fire the mine and block the track should the army capture and attempt to operate a train. A carload of the Coxeyites were billed out of Puyallup as hay and the railroad hauled the car many miles before its true contents became known.

About 7 P. M., May 3d, 150 members of the army flagged a train between Alderton and Orting, climbed aboard and told the crew to go ahead. At Palmer Junction the train was side-tracked and the brigade was left to care for itself. Realizing the impossibility of moving the army as a unit, the leaders decided that in order to reach Spokane the soldiers must travel as they could, and small bands appeared all along the line. Deputy marshals moved up the line with the bands, both sides soon being scattered all the way from Puyallup to Pasco. "Jumbo," dodging back and forth along the line, but always riding as a first-class passenger, assisted the men to climb aboard trains or to get over the road in other ways.

The Roslyn coal miners had struck and sixty strikers went to Cle Elum May 9, captured a coal car and started down grade to Ellensburg. Gravity was the motive power used in this twenty-eight mile trip, the journey being made in two hours, twenty-two minutes. All trains were side-tracked upon orders from Tacoma. At Ellensburg the coal car was abandoned. A larger crowd went to the stock yards, captured two cattle cars

and started for North Yakima. Deputies sent west from Yakima to intercept the cattle cars built an obstruction on the track, and forced the army to bring its down-hill train to a stop. A large number of the riders were arrested.

The army now decided to sail down the Yakima River. A large scow was loaded with soldiers and set adrift. About four miles down stream a whirlpool upset the scow, drowning four men and leaving the remaining fourteen clinging to a log. One man swam ashore and brought assistance to his stranded comrades.

At all points the army found sympathizers who were ready to assist it. Several Yakima citizens were too sympathetic in speech and deputies arrested them for inciting a riot. The constant friction between deputies and soldiers began to tell on nerves. When the movement began there had been a half-way friendliness between the guards and the guarded, but this disappeared as the tension grew, and May 9 the first serious clash occurred. A fight started in Yakima and Marshal Chidester, in drawing his revolver, shot himself through the leg. Deputy Jolly also was wounded, some said by a shot from Chidester's revolver while others maintained that the shooting was done by "the Big Swede" of the army. Guns were forbidden the soldiers, but most of them carried heavy clubs.

Cantwell finally reached Chicago in comparative luxury on the collections of a vaudeville and glee club composed of his soldiers, who performed in various towns for the benefit of the "general." But his 300 soldiers had dwindled by desertion or arrest to 100 by the time they reached Spokane. May 12, 157 soldiers and sympathizers were brought back to Seattle, jailed and tried before Judge Hanford. Their arrival in Seattle caused a riot and resulted in calling out the federal troops. Cantwell and "San Jose Bill" had been "bouncers" in the notorious Morgan resort. He had had fights with policemen time and again, and he was regarded as a dangerous man in a fight by almost everybody in town except "Eagle Eye" Flannigan, a city detective, who later became known as Ed Flannigan, Northwestern champion weight thrower. Flannigan found his superbest pleasure in arresting "Jumbo" on every possible excuse, and if it meant a

rough and tumble fight the greater his joy. Cantwell in after years became a member of the city council of Chicago. He died a few months ago. He was once arrested and charged with having picked the pockets of a small man. "Jumbo" went into court, held up his hand and asked if it was possible for such a fist to enter a pocket so small. The case was dismissed. His hands were enormous.

A strike that threatened calamity to the United States began in June, 1894. Northern Pacific trainmen quit work on the 29th. The railroad was in the hands of a receiver appointed by the federal court, and as soon as the strike began United States Judge Hanford placed it practically in Government hands. For three weeks the train service was utterly demoralized. Only a handful of engineers and firemen could be employed. Every man who took employment risked his life. Engineer Marsh, a half-breed Cherokee Indian, is said to have gone to his engine with four enormous revolvers in plain view. Engineer A. B. Todd was attacked by strikers at Thirteenth and Pacific Avenue and terribly beaten, but he escaped into the California Building, where "Jimmy" Jones, the elevator man, probably saved his life. Todd entered the elevator and Jones kept the car running, or standing, between floors. The mob hissed and hooted and stoned the United States deputy marshals. The Edison car shops were closed. For five days no transcontinental train left Tacoma. The first one to get through was "Dickinson's Special," the engine of which was run by George W. Dickinson, the general manager of the railroad, who in his earlier years had been an engineer. He ran this train almost all the way to St. Paul.

The state populist convention was in session in North Yakima when the strike began. The delegates had no way of reaching home except by walking. A few miles out of Yakima a group of them found a railroad bridge burning. It had been fired by strikers. The populists determined to let it burn, though they reported that they could have quenched the blaze with ease.

All of the employes of the railroad were required to take the same oath as the federal officers. Many of them displayed the greatest bravery in their attempts to run trains. But the situation got entirely beyond them and the sixty deputy marshals.

DEPUTY UNITED STATES MARSHALS WHO HANDLED COXEY'S ARMY IN 1894
Picture taken at the old passenger station in Puyallup

GOVNOR TEATS ADDRESSING COXEY'S ARMY, APRIL 29, 1894

From the balcony of the Park Hotel, Puyallup, which stood at the southwest corner of Meridian and Pioneer Avenue. Started by Ezra Meeker, but never completed, and torn down in ten years.

About eight hundred United States troops were brought from Vancouver barracks and they encamped in the enclosure about the Northern Pacific station. W. C. Albee, now superintendent, then was chief train dispatcher and the troops were assigned to the trains by him. This made the situation much easier. But there was continual trouble from soap and bran in the water used by the engines, and in obstructions placed on the tracks, sand in boxings and many other difficulties.

The National Guard had been encamped at Woodland. Company G refused to ride on a train manned by a nonunion crew and denounced Engineer J. J. Cameron and "Peg-leg" Alward as scabs. The railroad then refused to haul the soldiers at all unless they apologized to the engineer and conductor. There was a great demur, but Brigadier-General Curry lined the men up and, after giving them a severe lecture on their mutinous conduct, exacted a promise that they would obey orders and shoot to kill, if necessary. The men were required to apologize to the trainmen. Failure to inflict more drastic punishment upon them was sharply resented by Colonel McCarty, who insisted that the soldiers should be tried for mutiny.

The strike continued for about three weeks. Gradually the men fell away, and the railroad forces increased until trains could be handled with some regularity. It was, however, nearly a year before normal service was restored. A great amount of vandalism was committed, and the operation of trains was hazardous in the extreme.

In the winter before, the service had been paralyzed by the snow. Then came the Coxey Army disturbance. About the time that the strike ended there came a severe flood. It was a disastrous year for the railroads.

Weatherwise folk carried umbrellas on the morning of June 2, 1894. Clouds hung around the dome of the mountain and there was much predicting of rain storms, hail, thunder and other disturbances. At 5:30 in the afternoon the storm broke. Lightning paralyzed telephone, telegraph and light service, driving telephone operators away from the switchboards. A heavy wind compelled craft on the bay to run for shelter. Gutters were overflowed and water ran in sheets down the middle of the streets.

About 6:30 the Otis Sprague flats, a two-story and mansard roof building, 100x50 feet in size, on E Street, between Eighth and Ninth, was blown down, injuring five of the members of the Fehse and Hurley families, then living there. The storm prevailed from Portland north and eastward. Railway service was suspended entirely for a time and did not fully recover for weeks.

CHAPTER LXVIII

PRINTERS' LOCK-OUT—MORNING UNION IS STARTED—PICTURESQUE NEWSPAPERMEN—DAILY NEWS SOLD UNDER HAMMER—GREAT SUMS OF MONEY LOST—"NELLIE" A TROUBLE MAKER—BENNETT LOSES $120,000—O. B. HAYDEN'S TRIALS—PERKINS ENTERS FIELD.

That which next engaged community interest was the "Ledger Lock-out," a contest famous in Northwest labor annals. August 26, 1893, Col. C. A. Snowden, editor-manager of the Ledger, wrote to David A. Maulsby, the foreman, informing him that dull conditions made it necessary for the Ledger to reduce wages 20 per cent. He said that the operators of the linotypes which had been installed June 22, 1893, because of inexperience were not earning their wages. The scale was $5 a day for men in the advertising alleys and $4.50 for linotype operators. Maulsby turned the matter over to the typographical union, which informed Snowden that he had reduced the force until a handful of men were doing the work of many and that it doubted if any other morning paper on the coast was doing as well. The Ledger was the first paper in the United States to ask for a reduction and word would go out, said the union, that Tacoma was in decay. The Ledger, it was argued, set its price on advertising and subscriptions and its men had the right to fix their own wages. Several letters passed and the situation grew more tense. The printers were confounded with astonishment when on November 21st they were locked out, and their places taken by members of the Printers Protective Fraternity. The pressroom force quit and for two days the Ledger issued a four-column, one-page paper. The union boycott told on the advertising patronage. June 1, 1894, the subscription price, which had been $1 a month, was reduced to 75 cents. The printers were trying to "bluff"

Snowden, expecting a favorable compromise. It is a trick of all trades. And they expected, if locked out, to be able to end the contest in a week or ten days at most. Snowden was hot all the way through. The union had taken advantage of Nelson Bennett's ignorance of the printing business to load the mechanical departments with useless men, he thought—this being another trick of some trades. Snowden was not in a mood to palaver. Soon both sides had necks bowed. The printers started the Morning Union a day or two after the lock-out, with David A. Maulsby as business manager, and the fight went for months. Hatreds were born that have not been healed to this day.

Soon after the Morning Union was started in November, 1893, Colonel Visscher became the editor. The printers who founded it had no money, but they gave their services and canvassed diligently for advertising and made a very creditable four-page, six-column paper of it. Visscher became ill, went south and later to Chicago as a special writer for the Herald. He was succeeded as editor of the Union by Thomas M. Sammons, now United States consul in Shanghai, China. One of the printers on the paper was Seneca Ketchum, unwashed and red-headed, who signed himself "Psalm Riley" and wrote humorous verse that was widely copied. Several able business managers tried to save the Union which professed to champion the common people and had a good circulation. Its flickering existence was not aided when the public heard that one of its backers, for a time at least, was George Boggs, who, after being elected to the city treasurership, defaulted. The Union succeeded, however, in doing what it set out to do—make life unhappy for Nelson Bennett.

Visscher was actor, poet, lecturer and entertainer. He was in demand at every banquet and is remembered with delight by those who knew him here. He wrote a volume or two of verse and some of his poems had a wide vogue. One of them, "The Barbarian," he recited again and again with fine effect, and it was printed in newspapers far and wide. The last three lines of the poem are often quoted. They ran:

"Had I been there with three score men
Christ Jesus had not died—
He'd not been crucified."

HON. FRANKLIN K. LANE
Editor and part owner of the Daily News in the early '90s

RICHARD ROEDIGER
A former owner in the Daily News, in several Alaska papers and the Tacoma Tribune

CONGRESSMAN ALBERT JOHNSON
Editor of the Daily News from 1898 to 1907

THOMAS W. PROSCH
Editor of Tacoma's first newspaper, The Pacific Tribune, in 1874

JULIUS DICKENS
Editor of the Express in Steilacoom

E. N. FULLER
A former editor of the Daily News, and publisher of Every Sunday and the Tacomian.

COL. WM. LIGHTFOOT VISSCHER
Editor of the Globe and later of the Union

NEWSPAPER EDITORS PAST AND PRESENT

When Allen C. Mason was laying out one of his north end additions he named one of the streets after Visscher.

Tacoma has had a number of picturesque newspaper writers and printers. None of the printers were more interesting than Henry Penrod, a one-armed man who set type at a surprising speed, and who was able to dump his own stick. There was at that time, 1890, but one other one-armed printer in America, but he could not dump his stick without help. Penrod had learned his trade in the Government Printing Office in Washington, D. C.

June 11, 1893, the Daily News was sold by the sheriff to satisfy a judgment for $14,000 held by William McIntyre. He bid in plant and business for $3,200. Capt. Richard Roediger lost a considerable sum and Tacoma lost Franklin K. Lane who, in the deal, was compelled to relinquish the third interest that he had in the property. The newspapers, always first to feel a business depression and perhaps the worst sufferers, were hard hit. The News publishers, without a word of explanation, had reduced the size of the paper from eight to four pages. The paper then was published at 1114 Railroad Street, to which place it had removed May 23, 1890. With the sale McIntyre's name went to the masthead, and Roediger, who had been the paper's business manager, entered the customs service under Collector Heustis. In '98 he started the Dawson News. He did not go to Alaska, however, until 1900, when in distressing weather he took into the far North the first Mergenthaler typesetting machine. The party was twenty-nine days on this journey from White Horse to Dawson, though the distance was but 320 miles. The linotype was carried on dog sleds. In 1907 Roediger bought the Fairbanks Tribune, now the News-Miner. He sold it in 1910. A year before he had sold the Dawson paper. He returned to Tacoma in 1909 and bought an interest in the Evening Tribune from R. F. Radebaugh, who had started it in June, 1908, and who had lost in the venture all that he had. Roediger then lost about forty thousand dollars in it, and sold it in the spring of 1913. He then was appointed surveyor-general of the state by Secretary of the Interior Franklin K. Lane, but he died in May of that year before he had

taken office. McIntyre was interested with Roediger in Alaska. He now is living in Everett.

With the retirement of Lane, George P. Jacobs, who had written editorials for the Tacoma Sunday Times, became editor of the News. He held the position for about two years and was succeeded by A. V. Ryan. Jacobs has been with the News ever since.

Enormous sums of money have been lost in Tacoma newspapers. The total has been estimated at more than a million dollars, of which the Ledger lost nearly eight hundred thousand dollars up to the time it was acquired by S. A. Perkins, who put it on its feet. Radebaugh is now living quietly near Wapato Lake, where he has a shop in which he is working on two or three patents that promise well. He is developing a cork making machine upon which he first began work before he came to Tacoma in '81. And in the doing of these things he is finding health and satisfaction that he never found when pouring nervous energy into the insatiable gullet of a newspaper or the building of a railroad. In 1913 he emerged from his semi-retirement long enough to write an able and readable book, "The Pacific Metropolis, Where and Why," in which fact is piled upon fact in proving that Tacoma has in her favor everything that must yet contribute to make her the queen of the west coast.

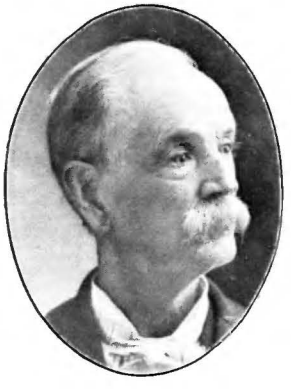
The Daily News did not get typesetting machines until July, '95, when it bought two Thornes, but in 1890 it had bought a perfecting press. It was a Goss press, especially built and its speed was 15,000 an hour. Its name was "Nellie." It was the first perfecting press to be ordered by a Washington newspaper, but the Seattle P.-I. ordered one of the same pattern shortly after the order for the "Nellie" was placed, and the P.-I. press, through no fault of the News, was first to be put in operation. "Nellie" was a source of trouble as well as of pride. She gave much difficulty until the following autumn when R. E. Babcock came out from the East and tamed her. The News was bought by S. A. Perkins in 1898, and Albert Sidney Johnson, who had acquired prominence in eastern newspaper fields, was brought to Tacoma as editor. His geniality and ability attracted a large following. He resigned in 1906 to become managing editor of

JAMES N. BRADLEY

Editor of the Globe, founder of the Everett Herald and for many years editor of the Tacoma Ledger, retiring in 1910.

LOUIS W. PRATT

Writer on the Ledger, patron of music and builder of the National Realty Building



H. C. PATRICK

Founder of the Daily News

RICHARD T. BUCHANAN

Editor of the Daily Ledger since 1910

GEORGE W. MATTICE

Founder of the Tacoma News

R. F. RADEBAUGH

Founder of the Tacoma Ledger and in later years of the Tacoma Tribune

COL. C. A. SNOWDEN

Editor-manager of the Ledger under the Bennett ownership

NEWSPAPER EDITORS PAST AND PRESENT

the Seattle Morning Times, a venture that cost the Blethens $70,000 before they killed it. Johnson then bought the Morning Washingtonian in Hoquiam and soon afterward was elected to Congress, where he has served with distinction. Upon Johnson's leaving the News Herbert Hunt became editor.

Nelson Bennett retired from the Ledger January 1, 1896, having lost his investment of $120,000 and whatever he put into it in the five years of his ownership. He had sacrificed everything to save his banks and his credit. Col. C. A. Snowden and several friends formed a company and proceeded with publication. The fight with the printers' union continued. That contest and hard times formed an insuperable obstacle and May 15, 1897, the paper went into the hands of Maj. O. B. Hayden as receiver. The major, though a good writer, never had tried his hand in the sanctum but he had enough humor in his soul to prevent the paper from worrying him to death, though in his very interesting autobiography he confesses that he was having the time of his life trying to keep the paper alive. It leaked out that the major was a candidate for the postmastership. He was a close friend of Senator John L. Wilson and his appointment was assured. The typographical union threatened to fight his appointment unless he unionized the Ledger. About five thousand dollars was due the employes and there was no money to pay them. Hayden told the union that if it would raise enough money to pay all hands, or would take all the Ledger's employes into the union, he would unionize the office if the court would let him. The major's autobiography says:

"I have served as receiver at other times, but this job was the hardest of my experience. A republican paper and a republican receiver appointed by a democratic judge! Its editorial utterances had to be colorless. Fighting for its life it could not use the knife on anybody. The Morning Union, a hybrid born of free silver, populism and democracy, made unrelenting war on the Ledger, hoping perhaps to clear the field for securing the Associated Press."

He did not have to struggle long. July 24th he sold it to C. M. Schultz, a Chicago newspaper man, who made peace with the printers' union, put new men in all departments and on the

first Sunday he owned it "comics" appeared for the first time in Tacoma. Schultz said his circulation increased 1,193 the first week he owned the paper. Judge W. J. Gordon, then on the bench, invested in the paper with Schultz and remained until 1900, when Sidney A. Perkins bought it. The Wright estate long had had a mortgage of about twenty thousand dollars. Diligent work soon enabled Perkins to lift the mortgage and place the property on a new basis. When he took over the Ledger its editors were Henry James and Ed Cowan, a brilliant pair.

CHAPTER LXIX

1893-4—LONG DEBATE OVER PROPOSED CITY HALL—CHAMBER OF COMMERCE DECIDES TO BUILD—CITY LETS CONTRACT FOR MUNICIPAL BUILDING—CITY AND CHAMBER EXCHANGE BUILDING SITES—GREAT SLIDES ON WATERFRONT—WAREHOUSES, DEPOT AND DOCKS CARRIED AWAY—MAN AND GIRL DROWNED—HOW A WOMAN BECAME OWNER OF A WATER PLANT—SUICIDE OF ABE GROSS—FATAL STREET CAR WRECK—FIGHT FOR FIVE-CENT FARE.

For a long time city officials and citizens had been discussing the desirability of a city hall. The city owned lots on the northeast corner of C and Ninth streets. Old Rainier Street used to pass directly east of lots 10 to 19, inclusive, block 705. By the vacation of this street by Ordinance No. 112 years before this triangle of land, 100 feet by 600 feet, was attached to the abutting property. This was sold August 21, 1890, to the city for $19,200 by William B. and Alice E. Blackwell, Isaac and Maud P. Anderson. The Chamber of Commerce owned the property where the city hall now stands. Numerous attempts had been made to erect a city building at Ninth and C streets, and the lots finally were excavated for the purpose. Clamor from the taxpayers against the growing debt checked the work and the city got no further than a hose house.

The Chamber of Commerce had incorporated for $240,000, with Nelson Bennett, A. C. Smith, F. T. Olds, F. M. Wade, Samuel Collyer, John McCready, W. N. Pratt, Alexander Baillie and T. O. Abbott as incorporators. It took the place of the old Chamber of Commerce Company, and the work outlined for the new body was the erection of a beautiful building. Prizes had been offered for the best set of plans. The first prize of $500 went to Hatherton & McIntosh, of Tacoma; the second,

$300, to Crain & Bosworth, of Milwaukee, and the third, $200, to Proctor & Dennis, of Tacoma. The selecting committee was composed of Messrs. Lampson, Browne, Olds, Smith and Baillie, and called to its assistance Engineer Huson and Architect Charles Talbott of the Northern Pacific Railroad. Hatherton came to Tacoma from San Francisco, where he had for some years been that city's official architect. McIntosh had been employed with Hatherton for some nine years. They were an able pair, and the building they designed fitted well into the extravagances of the period. Its towers, spires and rich façades promised to give a new aspect to the skyline, and a shock even to plethoric purses. The contract to build was awarded to D. B. Adams at $167,400.

Two weeks later, August 30, 1890, the council awarded the contract for the building of the new city hall to John T. Long for $157,800. The council several times had endeavored to bond the city in order to fund the indebtedness and provide money for improvements. One set of bonds had been issued and a man had taken them to New York for delivery when a flaw was found and the bankers refused to buy. The proposal to issue $656,784.97 in bonds was submitted to the voters February 3, 1891, with the result that of the 3,091 votes cast, 3,010 were in favor of the bonds, and the council passed an ordinance for issuing $550,000 in bonds—$200,000 for a city hall and $350,000 for funding the indebtedness.

The idea of planting a handsome city building down among a lot of business blocks was opposed by many citizens. A few looked forward to a commodious structure set in a commodious tract, with room for shrubbery and flowers—a little breathing spot in the city's heart, they thought, would be appreciated by posterity. This and other considerations raised the question of swapping sites with the Chamber of Commerce. The chamber was willing and was pushing the matter because it desired its home to be as nearly in the heart of the business district as possible. The council appointed the mayor and Councilmen Warner, Clement and Johnson to confer with a chamber committee composed of Messrs. Caughran, Rice and Hayden. After hearing the report the council voted not to trade.

When Mayor Kandle, M. S. Hill, George W. Boggs and

THE TACOMA BUILDING

Home of the Tacoma Commercial Club and Chamber of Commerce. It was built jointly by the Weyerhaeuser Timber Company and the Commercial Club.

Fred T. Taylor opened the bond bids, April 10th, nearly all of them had provisos attached. The award was made to the American Loan & Trust Company of Duluth, which bid par. H. W. Whipple, the company's agent, deposited a certified check for $27,500. The bonds bore 6 per cent and were payable in "lawful money"—not gold. Seattle about the same time sold some bonds at 103 and many Tacomans believed their city had erred in not providing for payment in gold as Seattle had done.

The project of trading sites was under wide discussion, sharp pressure being put upon the council by a number of business men. When the council took it up in June for final determination Mayor Kandle urged rejection. The people, he said, had voted bonds for a building at Ninth and C streets and injunctions might pursue a change in plan. He also questioned the title of the chamber's lots. City Attorney Milligan had rendered an opinion that the city could trade sites if it desired, but he found that the chamber's property had been acquired by ordinance vacating certain streets, and on condition that a building to cost not less than $75,000 be erected thereon within eighteen months after the vacating ordinance (No. 841) was passed. This building had not been erected. He thought, however, that the ordinance was unconstitutional because it proposed to benefit a private corporation—the Chamber of Commerce. But the proponents of the trade successfully argued that the chamber was a public institution, supported by public contributions, and working for the city.

The Commercial Club put one hundred petitions in circulation and passed resolutions endorsing the trade. These resolutions immediately were sent to the council, then in session, accompanied by 34 of the 100 petitions. These 34 petitions had been signed by 789 citizens. Hill, Warner and Clement, of the council committee, had examined the objections raised by the mayor, and recommended that the trade be made at once. June 11th the ordinance providing for the exchange was adopted.

The council then accepted the Hatherton & McIntosh plans for the new city hall, but they had to be changed to suit the city's requirements.

It was not until the following spring that the Chamber of

Commerce began its building at C and Ninth streets. May 13th the Masonic order, with Alfred A. Plummer, acting grand master, assisted by the Chamber of Commerce, Commercial Club, city council and citizens, with parades, music and speeches, laid the corner stone. The building was completed quickly and cost $103,000.

The city hall was accepted April 26, 1893, and the officers began moving in. The council held its first meeting there April 29th, devoting the session to speech making. The total cost was $257,966.97.

The public library at once moved into the fifth floor of the building. The library had shown a good growth the preceding year, the number of books having doubled and the membership having increased four-fold. A little while later the Ferry Museum, then very small, also found quarters in the city hall.

At 11:10 o'clock on the night of November 28, 1894, a strip of land between 250 and 300 yards long and from 20 to 60 feet wide slid into the bay, carrying the home and boathouse of H. H. Alger, forty-five feet of the south end of the Northern Pacific Railroad's Puget Sound warehouse, its freight office and the adjoining stock yards. Night-watchman John Hanson and Emma Stubbs, age 15, daughter of Alger, were carried down in the wreckage and lost their lives. The girl's body was not recovered. May 18, 1895, diver Baldwin found Hanson's body pinned beneath timbers in forty feet of water.

Further north a second slide a few minutes later carried away a portion of the Ocean dock. Policeman Harry Keene and Night-watchman Eastman were standing near the Crescent Creamery plant (now the Pacific Cold Storage Company) when the slide started. They felt a heavy jar, followed immediately by the crash of the Puget Sound warehouse as it broke up and settled into the water.

The pump house, containing the engine and boilers supplying the steam for the pumps then hydraulicking earth from the bluff, floated back near the other docks, caught fire and threatened to destroy the remaining portions of the warehouses. The Alger house floated out into the bay and the steamer Blue Bird rescued all members of the family except Emma. It was supposed she had been struck by falling timbers, rendered unconscious and drowned.

The scarcity of lights rendered rescue work difficult and it was not until the following morning that the full extent of the damage could be ascertained.

The following night another section of the made land, about two acres in extent, went down at low tide, carrying with it 120 feet more of the Puget Sound warehouse, and much of the adjoining land settled.

Several days before the first slide occurred it was reported that smoke clouds were hanging about the top of Mount Tacoma and that its long extinct fires were threatening to break out. Old Town watchmen reported that they had seen a tidal wave fifteen feet in height sweep the shore.

Northern Pacific officials attempted to do nothing until the land stopped sliding. They estimated the damage to warehouses and tracks at about $13,000. The pump house was gone; also the freight office in which was a safe containing $2,400 in cash and checks and other papers worth more than $10,000.

Engineers soon were at work making a survey of the slide, and it was found that the bottom of the bay had settled over an area of some twenty acres. Where the warehouses had stood sixty feet of water was found; 100 foot piles were washed out, and the fact that they were not broken led Division Superintendent McCabe to believe that the cause of the catastrophe was the washing out of a stratum of quicksand low down beneath the filled-in earth. Extending their soundings into the bay the engineers found that for more than 1,000 feet outward from shore the bottom of the bay had settled down from 20 to 60 feet, and at a few places an even greater subsidence was shown. This discovery led Chief Engineer McHenry to say that it was not a sliding but a dropping motion that had caused the trouble. The center of the disturbance, he said, was to be found about 1,000 feet from shore.

The freight office was found floating near the southern end of Maury Island, but the safe and its money had disappeared. Many stories have been circulated to the effect that the safe and its valuable contents was stolen but railroad officials never credited them. Divers recovered part of the machinery of the pump house.

Miss Minnie Collins, of Boston, had arrived in Tacoma in August, 1893, to visit her former schoolmate, Mrs. Ernest N. Hazard, wife of the builder and proprietor of the Edison waterworks. They had been chums in a fashionable boarding school in Ithaca, N. Y. Miss Collins was engaged to a rich Boston man. September days drifted away, the brown prairie became green from October rains and still the guest remained. She departed November 19th. The next day Mr. Hazard disappeared and it was sometime before it was learned that he and Miss Collins were philandering at the Hot Springs. He returned to Tacoma, but not for long. When he again departed he took his little son. He was captured by detectives, the whole story became public, and Mrs. Hazard sued for divorce. Hazard was worth some $40,000. Alber E. Joab was her attorney, and his array of condemning phrases gave the erring spouse a satisfactory dressing. Judge Parker granted Mrs. Hazard a divorce, and gave her the boy, $5,500 in cash, all the real estate and the Edison waterworks. Hazard and Miss Collins went to another part of the country where they were married.

Later the water plant was sold to Thomas Thomas, who mortgaged it to A. H. Bowman. Bowman foreclosed in 1897, and in 1898 sold it to Calvin Philips & Co., who sold it to the city in 1903. Hazard is now in Chicago.

The funeral of Abe Gross brought together in the new temple, Beth Israel, South Tenth and I streets, which had been dedicated September 11, 1893, an audience made up of Gentile and Jew. On the night of March 29, 1894, Abe returned from a card party and shot himself. He was twenty-nine, merry and popular and no one yet knows why he ended his life. The whole city was in mourning. Elks, Pythians, Masons and Hebrew societies filled the synagogue with flowers. The dead man's brother, Morris, read the Hebrew prayer. Rev. Alfred W. Martin, of the First Free Church, preached the funeral sermon, followed by the orthodox Hebrew service by Rabbi M. Lincer. The pallbearers were Fremont Campbell, J. H. Babbitt, Oscar I. Reichenbach, Col. Albert E. Joab, Isaac Harris and Simon Hirsch. A great crowd followed the young Jew to his grave in the Hebrew cemetery. The democracy of the congregation

and the services emphasized the influence of the Free Church and recalled memories of the first service there, with Rev. Father Hylebos, the Catholic, sitting on the stage. The occasion was the funeral of Mrs. Walter J. Thompson. Temple Beth Israel also has had an important function in the community. It has been officered by many fine, cleanly and able men—men of the type of Theophil Feist and Meyer Jacob, now its president and secretary, respectively.

At the April election of councilmen the results indicated how seriously the people were breaking away from party lines. The result was: First Ward, W. H. Harris, independent, 341; Second, Percy D. Norton, republican, 599; Third, Alexander Parker, citizens, 733; Fourth, J. L. Coates, non-partisan, 286; Fifth, M. P. Bulger, populist, 408; Sixth, J. W. Kleeb, republican, 94; Seventh, Samuel Hice, republican, 156; Eighth, George F. Whitty, republican, 63. Total registration, 6,180; total vote cast, 4,892.

Five thousand persons attended the opening of the Interstate Fair in August. Large delegations came from Olympia and Seattle, and Governor McGraw spoke. Olof Bull's Interstate Band furnished the music. It was this excellent musician's introduction to the general public, which he has served well in the years that have passed. A large crowd coming for the fair a few weeks later caused a fatal wreck at Tacoma Avenue and North Second Street, when a street car axle broke, overturning the car, injuring almost everyone on board and instantly killing G. G. Chandler, general agent of the Northern Pacific Railroad.

The dryhouse of the St. Paul & Tacoma Lumber Company burned October 9th, with a loss of $180,000. It was the largest fire Tacoma had had for some five years.

Annexation and talk of annexation—for even in hard times the tendency toward dangerous expansion continued—caused the question of carfares to come before the council, the aim being to compel the company, already in straits, to carry passengers for 5 cents no matter how long the ride. The council passed the ordinance, politics, as usual, pressing hard, but Mayor Orr, pointing to the injustices, vetoed it. The council failed to pass it over his veto. In after years politicians rode into office again and again on this issue.

CHAPTER LXX

1895—SUICIDE OF PAUL SCHULZE—HIS CAREER—DISCOVERY OF HIS PECULATIONS—SALE OF HIS EFFECTS—IN LOVE WITH AN ACTRESS—LAKE VIEW ROLLING MILL—BICYCLE CLUB FORMED—FIRST GOLF PLAYED—COUNTRY CLUB ORGANIZED—ASSASSINATION OF DOCTOR WINTERMUTE.

Paul Schulze had been cutting a wide swath ever since he had been sent to Tacoma. His handsome private car, his spanking teams, and the general magnificence of his household astonished even his superiors in the Northern Pacific Railroad service. Some of them long had suspected that Schulze was stealing. They and one or two of his confidential clerks in the company's land office were little surprised when on the afternoon of April 12, 1895, Schulze's Japanese servant found him dead in his room, a bullet hole in his temple. The community generally was stunned. He had built—on land company's money—and was occupying the handsome house at 601 N. Yakima Avenue, now the home of William Jones. His funeral was imposing.

The evening before his death Schulze, after eating dinner with a friend, carried to the kitchen several large bundles of private papers which he burned, watching them until they were consumed. He told his Japanese cook that he expected to go away for a long time.

The public supposed Schulze to be a rich and contented man, though the Tacoma Railway & Motor Company, the Northern Pacific, Yakima and Kittitas Irrigation Company, the Traders Bank and the Tacoma Grocery Company; in all of which he was interested, were in the hands of receivers. His debts were estimated at $300,000. In a few days his systematic robbery of the land department became known. He had left no estate save the

little personal property valued at less than $5,000. Much of the railroad's land grant was being paid for by settlers. Schulze receipted for these payments but did not turn them into the company treasury. When purchasers wrote to headquarters demanding deeds to their property Schulze's whole program was revealed. He was asked to resign, and the company was preparing to prosecute. Schulze was born in Germany in 1848, received a college education, and came to the United States in 1868. In 1871 he entered the land department of the Oregon & California Railroad and when Henry Villard became its president he was advanced to the position of land agent. Schulze was largely responsible for Villard's coming to America. The two met at Frankfort-on-the-Main and Schulze induced Villard to visit America. As an organizer Schulze was a success. In 1881 the Northern Pacific Company at his suggestion organized the Sunnyside Canal project and in 1889 he organized the Tacoma Railway & Motor Company. He was one of the ablest land attorneys in the country.

It at first was said that he had embezzled about $150,000, but as the sordid revelations were made by the inquirers, the total in defalcations and debts reached more than $1,500,000. A report to Receiver Burleigh of the Northern Pacific Railroad showed that he had used $147,000 of that company's funds. The Armours of Chicago accused him of stealing $740,000 from the Tacoma Railway & Motor Company. He had failed to pay $35,000 due his divorced wife as alimony. He had borrowed or bought on credit to the extent of $100,000. He robbed one company to invest in another.

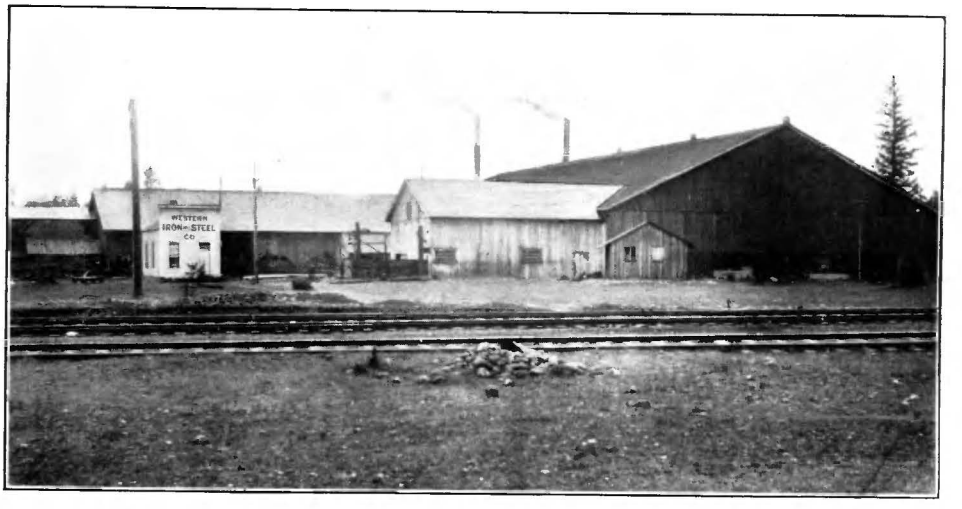
Land Commissioner Phipps, of the railroad, was on Schulze's track. Schulze learned of that and resigned April 10th. The next day he and several other men were in the bar of the Tacoma Hotel when a prominent railroad official passed the door. Schulze started after him to kill. Restrained, he soon started for home to take his own life.

At the sale of his personal effects his home was crowded with bidders and with the morbidly curious. Fancy prices were paid for books, pictures and knicknacks. The property brought 50 per cent more than the appraised price. Some wept as they

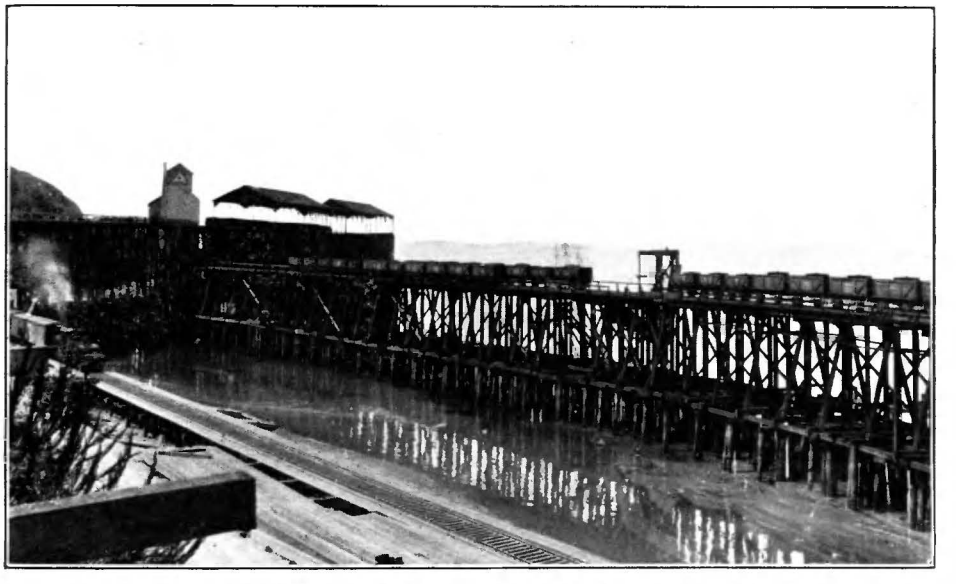
bought. They had seen the finer side of Paul Schulze. He had had some friends whom he did not rob.

Among the bills presented by the hundreds from florists, milkmen, grocers, liquor dealers and others, were several from his servants, whom he had not paid for months, and one for $1,034 from a detective agency. He used many detectives. They shadowed his enemies, informed him on political matters and now and then he had one or two on duty around his house. His friends had chided him for this weakness. He flew into a passion, walked the floor and tore his hair, an exhibition that he always gave when crossed by a person whom he considered an inferior. He knew no superiors and few equals. He was domineering, high tempered, ridiculously vain. Three days before his death he procured $4,000 from a Tacoma bank by drawing on a fictitious person in San Francisco. He had been engaged to Marie Wainwright, a prominent actress of that period, and she, with her daughters, had spent a summer here, living in a house rented for her by Schulze. She rode about with him in his private car and Schulze spent much money in contributing to her entertainment. Friends attempted to break up the match. Schulze grew indignant, but said he did not intend to marry until he had paid his debts. He wrote to her on the evening before his death. She was in Tacoma about a year after his death and put a wreath on his grave. Schulze had procured a divorce from his wife, Kate, in 1893, on the grounds of incompatibility and cruelty. This was in the spring following the summer that he had met Miss Wainwright. He gave Mrs. Schulze $15,000 worth of life insurance policies. She attended his funeral, in deep mourning and much bereaved. Schulze was 33 years of age. He left a will disposing of his property and commanding that his body be cremated and the ashes buried at the feet of his parents in Germany. It has not been done. His grave is in the Tacoma cemetery. Friends have covered it with a slab of stone.

The rolling mill at Lakeview—a hopeful asset for the community—turned out the first bar of iron ever manufactured in this state, April 23, 1895. The bar was 8 feet in length, 4 inches in width and 5/8 of an inch thick. It was made from old bolts,



WESTERN IRON AND STEEL COMPANY'S PLANT AT LAKE VIEW



OLD COAL BUNKERS WHICH STOOD FOR MANY YEARS JUST BELOW THE STADIUM

chains and other scrap iron. For more than a year Tacoma had heard of this iron mill. The promoters had asked for twenty-five acres of land within the city limits and a six-inch water main. The keen-minded Joshua Peirce was then chairman of the Chamber of Commerce manufacturing committee, and back in Pennsylvania some years before he had built a rolling mill almost identical in style and dimensions as was now presented before him. He saw a promotion scheme in the project, quickly scotched the 25-acre hopes of the promoters and persuaded them to go to Lake View, where land was given, and where it obtained all the water it needed from a well. In August, 1894, the machinery began to arrive from Burlington, Ia., where the mill had been operating. The plant's promised capacity was eighty tons daily. It had two furnaces, each equipped with three twenty-foot ovens. P. M. Joyce was the superintendent. The company soon sued W. G. Peters and R. B. Lehman to collect a subsidy subscription of $25,000, $2,500 of which had been paid. The defendants replied that the mill was very little value, and that the plant could produce but forty tons daily. The concern never was a distinct success. It later was removed to Seattle.

The Tacoma Bicycle Club was organized April 29th in Columbia Hall, Ninth and Tacoma Avenue, with Phillip Tillinghast as president, George Dorr, vice president; Percy Sinclair, secretary, and E. E. Ellis, treasurer. The bicycle craze was getting into everybody's blood. The "safety" had superseded the high wheel, which made it possible for women to ride, and the club became a social institution. The club built a fine path leading entirely across the city, crossing a south-end gulch on a bridge, which gained celebrity on account of its height. Shortly afterward the county commissioners appropriated $2,500 to build a bicycle path to Puyallup. The bicycle had become an important vehicle both for business and for pleasure.

The paving of Pacific Avenue from Seventh to Seventeenth Street, long discussed and the cause of much bickering, was reached, when in July of 1895, a contract was awarded to Antone Berens. He was to lay a six-inch concrete base with a three-inch surface of fir blocks set on end. The price was $41,422. There

was still wrangling to be done and the work was delayed again and again, but finally was completed in the fall.

The first golf played in Tacoma was on the grounds near where DeKoven Hall stands and the players were H. J. Bremmer, James Gillison, Jr., and Samuel Medlicott. All three were employed by the Balfour-Guthrie Company. This was in 1894, and shortly afterward a club of thirteen members was formed. It procured the use of a part of the George H. Greer farm, near Spanaway, and ordered a supply of clubs from Scotland. It was the first golf organization on the west coast below the Canadian line. To reach the golf course the players took what they playfully called "Stuart Rice's Highline." This was the steam dummy line, which Lucian F. Cook and others had built from Center Street to Spanaway in 1891. They failed to make it pay and Rice was made receiver. He sold it to a man named Bailey, who also failed and Rice again was made receiver, and proceeded to "junk" the line. The process was carried out until the Tacoma Railway & Power Company bought the three-mile stretch between Parkland and Spanaway.

The Country Club was organized May 22, 1895, on Charles B. Hurley's porch by W. V. Burrill, E. E. Ellis, C. B. Hurley, H. Hurley, A. K. Hiscock, L. B. Lockwood, Walter Oakes, H. C. Potter, C. S. Millikin, Edmund Seymour and G. C. Wagner. W. V. Burrill was its first president. The membership was limited to 100, and the club soon had a large waiting list. Its first club house was the Lucian Cook summer home on American Lake, which it occupied until 1905, when the present grounds were taken and a commodious club house built. This structure burned in 1909 and many precious mementoes and valuable photographs went with it.

The club then built the handsome modern structure which it now occupies, at a cost of nearly $60,000. The land now occupied by the Country Club was owned by Marcella Kennedy, mother of Mrs. W. D. Power, who lives at 2512 South Twelfth Street, on property that formerly was included in "Grant's Gardens," and the great pear and apple trees there were planted by Grant. Mrs. Kennedy, who died in 1883, never would tell her age. Mrs. Power was born in Steilacoom.

A tragedy of November 11, 1896, was the slaying of Dr. J. S. Wintermute, a physician of high standing who had been in Tacoma since 1883. Wintermute was standing in front of Number 1141 Railroad Street, where Doctor Everett's assay office was, when Samuel Tucker shot him in the back. Tucker immediately killed himself. Doctor Wintermute died about four hours later. Tucker was a confirmed hypochondriac. For two years he had imagined himself to be suffering from various ills and had visited many physicians. Doctor Wintermute, who had treated him, told him some time before he was in danger of insanity, and Tucker had told the physician he would kill him unless Doctor Wintermute cured him. Dr. Wintermute's wife was Miss Florence K. Jones of Olympia and she still lives in Seattle.

CHAPTER LXXI

1896-7—ORR-FAWCETT FIGHT CARRIED TO SUPREME COURT—GOVNOR TEATS OUSTED AS CIVIL SERVICE COMMISSIONER—BALLOT BOXES STOLEN—FIERY MASS MEETINGS—THE BOICE STORY—1897 ELECTION—PROFESSOR M'CLURE KILLED ON MOUNT TACOMA—NEWS OF ALASKA GOLD DISCOVERIES—EXPOSITION BUILDING AND WOOLEN MILLS BURN—PARK WORK PROCEEDS—PACIFIC MILL BURNS.

The community again was in the throes of a city campaign. The A. P. A. had for a year or so been very active. In 1894 it was said to have had a membership of nearly three thousand. Its leaders proposed in 1896 to sweep the platter. Judge Van Fossen was president of the A. P. A. and said the A. P. A. delegates would bolt if the ticket did not suit them. The organization was said to be opposing A. V. Fawcett, democratic candidate for mayor. Ed S. Orr was his republican opponent. The election results, April 7, '96, showed a Fawcett victory by two votes. Each side raised charges of fraud, and there was intense excitement when the council convened April 14th to canvass the returns. Democrats and populists had combined against Orr, and republicans were very hopeful that the canvass would show an error by which Orr would win. Fawcett, however, kept his lead, the totals being Fawcett, 2,683; Orr, 2,681. Other candidates were: For treasurer—Sternberg, 2,977; Ovington, 2,211; for controller—Benham, 2,944; Metcalf, 2,256; city physician—Allan, 2,567; Quevli, 2,656.

Orr carried the case to the Supreme Court which decided against him and granted Fawcett's petition for a writ of prohibition.

The adoption of the twenty-one charter amendments abolished

some of the many offices and when Fawcett was inaugurated April 21st he made the most complete sweeping out the city hall ever had known, and filled the places with his friends. His appointments were: City attorney, W. H. H. Kean, populist; commissioner of public works, Thomas Doherty, populist; chief of police, Romeo G. Hoge, democrat; captain of police, Charles E. King, populist; chief of the fire department, James B. Horrocks, populist; assistant chief, Jesse C. Poyns; harbormaster, Henry G. Hoflin, populist; city detectives, Philip Sullivan, democrat, and J. B. Thompson, populist; poundmaster, George L. Hacket, populist; superintendent of streets and sewers, W. S. Snyder, democrat; health officer, Dr. C. Quevli, democrat; chief clerk of the light and water department, W. C. Chidester, democrat; license and plumbing inspector, William Welsh, democrat. In this campaign Fawcett had been dubbed "Turkey," a name of which he is fond and which still hangs to him.

The new charter amendments provided for a civil service commission and April 21, 1896, Mayor Fawcett appointed F. T. Olds, S. F. Sahm and Govnor Teats as commissioners. C. P. Culver was made secretary. He soon resigned and Isaac J. Tomlinson was appointed. Olds, too, resigned, and Richard Bond succeeded him. In August Judge W. H. Pritchard, in the Mullen vs. Doherty case, held that the charter amendments had not been legally adopted. The civil service commissioners, however, continued their work and in December demanded that Ed Orr, who temporarily was mayor as a result of an election contest, relinquish the commission's books and papers. This matter was held in abeyance pending the Supreme Court's ruling in the Mullen-Doherty case, which resulted in a reversal of Judge Pritchard and the commission resumed its duties. Soon the council ousted the commissioners on charges of neglect and incompetency, but they were restored by the courts. Frank H. Graham was appointed to succeed Bond, whose term had expired.

July 15, 1897, Fawcett, who had succeeded in ousting Orr, filed charges against Govnor Teats and Sec. I. J. Tomlinson, alleging "gross incompetency, neglect of duty, and prostitution of a public trust for his private gains." September 1st, by the council's unanimous vote, the charges were sustained and

Teats was dismissed. The mayor then arbitrarily removed Sahm and Tomlinson, seized their books and appointed Otis Sprague and M. P. Bulger to fill the vacancies.

The civil service amendment was, for its day, radical. It removed all appointive power and employes were chosen purely upon their gradings in the civil service examinations. One of the first results was the selection as master mechanic of a man who was a personal and political enemy of Mayor Fawcett. A little later the mayor set aside the law to appoint as assistant city librarian the woman who now is his wife. The library then was in the city hall and Jonathan Smith was librarian. The appointment aroused Teats, who declared that the mayor was overriding the law. When the court held the civil service law invalid Teats began suit for a reversal of the court's position, and from persons who were holding civil service positions he accepted sums of money for serving as their attorney, and this became one of the charges against him. When the Supreme Court upheld the civil service law Teats insisted upon its enforcement, which brought against him a renewal of mayoral opposition, and his removal followed. By the time the case was ended the mayor's domestic troubles had reached the courts, and it cannot be denied that Teats found some satisfaction in that denouement.

Thus perished the first civil service law on the West coast. It began in a halo of rejoicing, as the public was weary of the spoils system, but it seems to have operated in behalf of incompetents and enemies of the administration. Teats performed what he believed to be his duty in enforcing it as long as it was on the books. But the politicians, with many political rewards to be paid, assisted those who honestly opposed the workings of the law for sound reasons, and soon made it most unpopular. Between the radical opinion of those who believe in written examinations and politicians who revel in spoils there has been quarreling ever since, and many a smooth trick has been played by corruptionists to discredit civil service reforms. Perhaps the genius yet will be born who can find a middle ground where corruptionists cannot befoul the public service nor impractical persons cripple it with a desirable, but an impossible idealism.

Fawcett's majority of two votes caused the opposing forces

to doubt his election and to believe that a recount might result in seating Orr. Reports of some irregularities in certain precincts increased this doubt and Orr started action to oust Fawcett. A council committee, consisting of Norton, Bulger, Kleeb, Hice and Coates began the recount. After the council's canvass of the returns the ballots had been locked in one of the vaults in the city hall. When the committee opened this vault it found that a large hole had been opened in one side of it and a part of the ballots stolen. The fires of the campaign, which by this time had begun to die down, suddenly leaped into life. Fawcett and his officers had been in charge of the vault and were responsible for the safe keeping of its contents. The mayor's opponents thereupon demanded that he resign.

The Chamber of Commerce, at a called meeting July 24th, adopted resolutions offered by Atty. Charles S. Fogg which, after reviewing the lawlessness that had marked county and city affairs for four years, said that "the unsavory stench arising today from the county courthouse and the city hall, resulting from official rottenness and misconduct in office, is nauseating in the extreme.

"Notwithstanding the City of Tacoma has been robbed of hundreds of thousands of dollars, no man is today or has been placed in the penitentiary on account thereof; these men are walking the streets of the City of Tacoma and are apparent examples of the delay, if not miscarriage, of justice."

George H. Boardman, L. D. Campbell and R. G. Hudson were chosen as the nucleus of a "Committee of One Hundred," which was later organized but it did nothing.

Germania Hall was the scene of a mass meeting the next evening. Fiery speeches were made, denouncing the Chamber of Commerce, partisan politics was injected and the meeting accomplished nothing. It was charged that Fawcett had rented the hall and packed the meeting with his friends.

The council investigating committee held many meetings behind closed doors and to this day has failed to make any report. Many city employees were summoned and testified. It developed that Orr and Wickersham were the only retiring city officials who had surrendered their office keys to their successors.

August 6th Judge Pritchard rendered a lengthy decision giv-

ing Orr 2,624 votes, and Fawcett 2,609. Fawcett at once surrendered the office to Orr and appealed to the Supreme Court which reversed the Pritchard decision and declared Fawcett mayor. Another quick change was made at the city hall, Orr retiring as gracefully as had Fawcett some time before. Judge Pritchard, who had declared the charter amendments invalid, was reversed by the Supreme Court which declared the amendments adopted and reseated Thomas E. Doherty as commissioner of public works. This reversal also reestablished the civil service board.

William Welch, one of Mayor Fawcett's appointees, and who was connected with city affairs for several years, died some months ago. He had a very wide acquaintance and a nose for news. He knew who stole the ballot boxes, and he confided the information to at least one of his friends, but under the promise that it should not be made public for a time.

Frank Boice was employed by the city and his mother told many persons that Fawcett had threatened to discharge him if he did not break open the vault and remove the ballot boxes. She declared that Fawcett sent $300 to her, with which her son was to go to Canada. He started but he was burned to death in a cabin in Whatcom County while trying to save a woman's life. To the charges Fawcett entered a strong general denial, and there the case stands.

At the city election April 6, 1897, for councilmen the results were: First Ward, Ralph B. Smith, republican; Second Ward, Percy D. Norton, republican; Third Ward, J. R. Turner, fusion; Fourth Ward, John Leo, fusion; Fifth Ward, C. F. Owen, fusion; Sixth Ward, W. G. Freeman, fusion; Seventh Ward, C. S. Gifford, fusion; Eighth Ward, G. F. Whitty, republican. A light vote, 3,585, was cast.

On the night of June 27, 1897, a large party of Mazamas reached the top of the mountain in their first ascent and from its snowy dome flashed the message "All's Well." Thousands of Tacoma people saw the red fire message flashed from the peak.

The party returned to Tacoma on the night of June 29th bringing with them the body of Prof. Samuel Edward McClure who had lost his life by falling over a 300-foot cliff. On their

return from the summit the climbers were overtaken by darkness and they went into camp. Professor McClure's kindly nature led to his death. He was assisting some of the women to become snug when he stumbled over the cliff at about 9:30 p. m. His body was found at 3:30 the next morning. The place from which he fell is known as McClure rock. Atty. Frank Huffer, who was Professor McClure's personal friend, recently said of him that "he had the most pleasing personality, was devoted to his work, and unquestionably would have attained fame in his chosen field, chemistry, had he lived." Five of McClure's brothers are well known in Seattle professional life. A. H. Denman has said that McClure's work on the mountain was very accurate. McClure's opinion was that Mount Whitney was just a little higher than Mount Tacoma, and recent measurements verified this. The controversy over the related heights of these mountains filled much space in a magazine called the Sierra for some time.

Reports of the discovery of Klondyke gold reached Tacoma in the summer of 1897 and people began to plan Alaskan trips. August 22d F. P. Riley arrived by way of Portland, with $85,000 in gold and his story fired the community. Riley, who two years before had been dismissed from his position as section boss at Alderton, had formed a partnership with F. Flannigan and P. O'Brien at Circle City, the three going into the Klondyke district where from two claims they cleaned up $85,000 each. At once Tacomans set about making the journey or planning to take advantage of the business which they felt sure would follow. But Tacoma, by reason of a lack of ships, never was able to get much of a foothold on the outfitting business. One reason for this was the fact that the United States mint was in Seattle. When it was located there a few years before the gold rush began no one in Tacoma took particular notice and Seattle never dreamed what that accident would mean to her welfare in future years.

A little girl, living near the old Exposition Building on Tacoma Avenue, saw on the afternoon of September 20th smoke issuing from the northwest corner of the building. It soon was consumed. The Tacoma Avenue bridge and the horticultural hall were damaged. The total loss was $20,000 with no insurance.

The blaze started in the shop of a carpenter in the basement. He was the only tenant of the great structure, whose auditorium had last been used by the Talmage meetings a few weeks before. October 1st the Tacoma Woolen Mills, then under lease to Fred and Charles Carter and William Walker, were destroyed by fire originating in the picking room. It spread over the 60 by 120 foot, 3-story structure so rapidly that some of the 50 girls and 25 men employed barely escaped. The mills were at South Twenty-fifth and A streets and were totally destroyed, the loss being placed at $55,000, with $24,000 insurance. The building was equipped with fire prevention apparatus, which proved inefficient. Large orders had just been placed for new goods, the factory having a capacity of 125 pairs of blankets and 1,000 yards of cloth from its 21 looms and 1,000 spindles.

These two fires and a third that followed soon—that of the Tourist Hotel, which is described in the Stadium Chapter—led many to believe that another incendiary attack on the community was being made. The origin of the Tourist Hotel fire remains in doubt, but the fact that small boys often had played about the place may explain.

A few months before the Pacific mill at Swansea, as the neighborhood beyond the smelter was called, had burned. It was being operated by Ralph Metcalf and L. W. Wade. March 23d the dinner whistle became a fire alarm. In forty minutes the plant, which in 1889 had cost land and all, $220,000, was in ruins.

CHAPTER LXXII

1898-9—CUSHMAN NOMINATED FOR CONGRESS—HIS VICTORY A SURPRISE—ABLE WORK IN CONGRESS—ELECTION OF ADDISON C. FOSTER TO U. S. SENATE IN THREE-CORNERED CONTEST—BOLT IN THE CAUCUS—WHITWORTH COLLEGE REMOVED TO TACOMA—THE DRAMATIC CLUB—DR. HICKMAN'S DEATH—DEWEY ROGERS' DEATH—TACOMA OUTDOOR ART ASSOCIATION—TACOMA ROSE SOCIETY—VIRGINIA DARE CHAPTER D. A. R. FORMED.

Francis W. Cushman's nomination for Congress in 1898 was in reality a confession of republican weakness. Two years before the fusion of populists and democrats had defeated republicanism. That fusions still existed as a dangerous factor in the '98 campaign, the republican leaders believed, and the Congressional nomination was given to Cushman largely because no one wanted it, fearing defeat. Very few republicans, and certainly none of the fusionists, were ready to predict, even with reservations, that Cushman could win. He had been in the campaigns of '96 and '94 as one of the stumpers in the back districts. He was not regarded then as an able campaigner. It was not until he had been nominated in 1898 against the dashing James Hamilton Lewis that his powers as a campaigner attracted notice. How he studied! How he contrived aphorisms, proverbs and tingling sentences! He went to the stump prepared as few candidates prepare. His defeat of Lewis was due largely to his genius as a sentence-maker and to his Lincolnesque humor. Many believed his oratory to be extempore, but they were far from the truth. Cushman prepared his speeches to the last syllable. No actor ever memorized and studied so carefully. He carried this habit to the House with him. His first speech there attracted attention. He never rose that his fellow congressmen

did not listen, and he never rose unprepared. His attack on the House rules and indirectly upon Speaker Cannon was one of the opening guns upon the "Czar." The democrats took up the attack, and out of it came the formation of the progressive party.

His description of Puget Sound stomachs that rose and fell with the tide, in the clam-eating period of the middle '90s, and his quaint remark that when the tide was out the table was set, became classics in congressional literature. On matters pertaining to the Northwest he worked unceasingly and with excellent results, and it is not strange that he enshrined himself so deeply in the affections of his constituents.

The election of Addison G. Foster to the United States Senate by the State Legislature, February 1, 1899, closed a long and bitter contest, in which twenty-four ballots were taken. Foster received eighty-one of the eighty-three republican votes of both houses. His opponents were U. S. Senator John L. Wilson and Levi Ankeny. In order to defeat Ankeny, Wilson sacrificed himself, threw his votes to Foster, and an agreement was signed by enough legislators to guarantee Foster's election. One of the candidates was reported to have said that he had $200,000 to spend on his campaign.

Senator Wilshire, of King County, objected to the combination. He said it was being held over King County as a threat to force its delegation to vote for John L. Wilson—and King County at that time had little love for Wilson. Wilshire bolted the caucus, and was followed by twenty-three other legislators, representing eleven counties. Among the bolters was Speaker Guie, chairman of the caucus. It was a bad break for the combine. Wickersham nominated Allen of Spokane and thus prevented disruption of the meeting. The bolters later came back into line and voted for Foster. He was greeted by thousands of his townsmen when he returned to Tacoma. The Pierce delegation, consisting of Senators Hamilton and LeCrone and Representatives Stewart, Miller, Bedford, Wickersham, Shellar, Corey, Dickson, Heilig and Barlow, had organized November 7th with Hamilton as chairman and Heilig as secretary. Percy D. Norton became campaign manager and the fight had continued, without a break in the ranks, to its final success.

Whitworth Academy had been incorporated in 1883 and was conducted in Sumner up to 1899, when it was removed to Tacoma, and reopened January 2, 1900, as Whitworth College. H. O. Armour of New York gave $50,000 to the college, making removal and reorganization possible. Prof. F. B. Gault was its first president, and George H. Stone, George F. Orchard, D. S. Johnston, Reverend Mr. Kirkpatrick, Henry Longstreth and Rev. A. L. Hutchinson were on the first board. It took over the Allen C. Mason mansion and the library with 6,000 volumes, and did excellent work. The faculty members in its opening year were: Franklin B. Gault, president; Rev. Hervey B. Knight, Mark Bailey, Jr., Rev. Amos T. Fox, Miss Lucia M. Lay, W. W. P. Holt, Miss Clara White Cooley, Miss Carolyn I. Evans, G. Magnus Schutz, Miss Margaret Baker, Mrs. Amy P. Sewall Stacy, Olof Bull, Mary Anna Hickman and Hjalmar O. Anderson.

Professor Gault, who had been president of the University of Idaho—performing in Idaho the profitable achievement of preventing a division of the state colleges—had taken post-graduate work in absentia and had won a Ph. D. degree from the University of Wooster, and in 1902 the President had appointed him a member of the Board of Visitors of the U. S. Naval Academy. He quickly gave Whitworth a place in the college world, but he resigned in 1906 to take charge of the University of South Dakota, where his work again attracted attention. In educational circles he has been honored in many ways, has written a number of valuable brochures, and now is writing and thinking on his picturesque berry farm near Sumner.

Whitworth gradually accumulated debts which it seemed unable to lift and in August, 1913, was removed to Spokane, in response to a bonus of $100,000 and 160 acres of land. It still owns the Mason property in Tacoma. An interesting concomitant of the institution's departure was the attempt on the part of the city to recover Mason library, which was accomplished, but many of the 6,000 volumes which Mason so generously had given, had disappeared.

One of the community's prides in 1899-01 was the Dramatic Club. It presented "The Snowball," "The First Time," "Mrs.

Willis' Will" and other plays. Among the players were Herbert S. Griggs, Mrs. Charles B. Hurley, Miss Margaret Thomas, Mrs. F. W. Snow, Mrs. Paul J. Fransioli, Walter J. Harvey, and the papers of the period praised C. M. Riddell as especially happy in the role of a recreant lover. The club was organized by Mrs. T. B. Wallace and Herbert S. Griggs was its first president, with Mrs. T. B. Wallace, vice president; Dr. Grant S. Hicks, treasurer; Mrs. W. E. Hacker, secretary, and Dr. A. E. Burns, stage manager. Others who played were C. B. Hurley, L. R. Manning, who "was the very type of a comfortable conductor;" J. T. Steeb, who "made a most elegant porter;" Mrs. C. M. Riddell, Mr. and Mrs. W. V. Burrill, Mrs. J. McT. Panton. The club's plays were put on ambitiously, with Flaskett's orchestra, footlights and all.

On the four corners of South D and Eleventh streets stood respectively a church, a saloon, a theater and a house containing a very large family. It must have been Frank B. Cole who named the corners, "Salvation," "Damnation," "Recreation" and "Creation."

Dr. James W. Hickman was one of the ablest surgeons Tacoma ever had and one of its most popular men. In the summer of 1900 he went to Dahl Island, Alaska, on a hunting trip. One day he took a short walk from camp and mysteriously disappeared. It was supposed he had fallen into one of the "potholes" that abound there. These holes are covered with moss and are most treacherous. He left a wife and two daughters in Tacoma. Close search was made, but no trace of him was found. Stories were started that he had been seen here and there in the states. C. M. Riddell, the family's attorney, made two trips to New York City, in following supposed clews. There was no reason, so far as known, why he should voluntarily have disappeared. Major Riddell, who conducted a minute investigation, is certain the man lost his life in one of the potholes.

Dewey Rogers, son of Mrs. Helen D. Rogers, was killed in the storming of Tien-Tsin, July 14, 1900. He was a member of Company G, Ninth U. S. Infantry, in which his father had been a captain. Dewey was but nineteen when he fell in the terrific charge made by the allied troops upon the Boxer forti-

MONUMENT ERECTED IN STEILACOOM IN 1908 TO MARK THE SITE OF THE FIRST PROTESTANT CHURCH BUILT NORTH OF THE COLUMBIA RIVER

The church was built by Rev. John F. DeVore, D. D., in 1853

fications. He was a nephew of Gen. L. P. Bradley and Samuel P. Collyer. His body did not reach Tacoma until January, 1901. Funeral services were conducted by Rev. Alfred W. Martin.

A cultural society which performed its functions well while it lasted was the Tacoma Outdoor Art and Park Association, which was formed in 1901. It was organized by Mrs. H. H. Gove, Mrs. Willard Smith, Mr. and Mrs. E. A. Henderson, C. S. Barlow, John Q. Mason, Mrs. Phillips, E. R. Roberts and Col. C. P. Ferry. Its fee was ten cents a year and it had a membership of 2,000. Under its encouragement a great deal of planting was done and two rose carnivals were held. These were ambitious—more ambitious than the city since has undertaken and they attracted wide attention. Portland seized upon the idea and thereby established herself as "The Rose City." After less than two years the Tacoma society dissolved. It had no successor until March 4, 1911, when Carl Morisse and Chandler Sloan organized the Tacoma Rose Society. Its first officers were Carl Morisse, president, and Chandler Sloan, secretary. In June, 1911, the society held its first rose show, in the armory, and it was very successful. Shows were held in the same place the next two years. The 1915 show was held in the Glide Rink, and the 1916 show in the gymnasium of the Lincoln Park High School. All of them won wide attention in Eastern floral and other publications, and one or two of them found mention in London and Berlin magazines. Herbert Hunt succeeded Morisse, who served two terms, as president. Hunt was succeeded by John Schlarb and he, in turn, by Franklin T. Hickox. Among others who sacrificed much time, energy and money in conducting these shows have been Dr. Hiram DePuy, E. E. Bare, A. C. C. Gamer, Frank Latcham, E. R. Roberts, S. S. Anderson, George G. Goodman, Wm. W. Hoyt, Mrs. Henry S. Skramstad, Miss Esther Allstrum, David Allstrum, Mrs. G. Marcus Gonyeau, William Peterson, now secretary, Dr. J. W. Rawlings, Jas. A. Hays, and Frank E. Jeffries. The participation by the Metropolitan Park Board in the annual rose show has helped to make it one of the greatest flower shows on the

continent. Superintendent Hill of the parks and Florist Milton have done exceptional work in their decorative effects.

In 1902 a schism in Mary Ball Chapter, D. A. R., led to the formation of Virginia Dare Chapter, which has a limited membership of twenty-five. Mary Ball is the oldest chapter in the state and was organized in 1894, at the home of Mrs. C. W. Griggs, who became the first regent. Dissatisfaction on the part of a few of the younger women—Mrs. Coiner, Mrs. Harvey, Mrs. Ellis, Mrs. Gove and others—with what they thought to be a lack of activity in the chapter, caused their withdrawal at a meeting in the home of Mrs. John Q. Mason. Mrs. Griggs sympathized with them and assisted in organizing the new chapter, of which Mrs. John A. Parker became regent. Virginia Dare took up literary activities and still follows the outlines of the work laid down by the "secessionists." The present regent is Mrs. F. S. Harmon. Mary Ball later on took up in an energetic way the marking of historic spots and has done commendable work. Its membership is 129 and Miss Lydia Graham is the present regent.

Park work proceeded. The energies of George Browne, Stuart Rice and Chester Thorne were constantly directed toward the beautification of the city's property. The A Street Park was fixed up. The ash trees which border it were grown by Superintendent Roberts from seeds taken from trees that had been planted in Toronto years before by the Prince of Wales, afterward Edward VII. It was on this American trip that the prince rediscovered the Liberty Bell, which had been laid away, covered with debris and almost forgotten. Many trees were planted in the parks by individuals and societies. Captain Teal brought the first elks to Tacoma, the Elks Lodge subscribing a large part of the money therefor. Doctor McCutcheon brought two swans from Victoria and placed them in Wright Park, where they are still known as "Victor" and "Victoria." For many years, J. R. Anderson, long identified with public office, made a habit of passing through the park every morning with a pocketful of bread crumbs for these birds, and they learned to know him at a long distance. Among other valuables which Superintendent Roberts acquired for the park was an old cannon, which

now stands near the Point Defiance greenhouse. It was found in the bottom of an English ship commanded by Captain Wilson. It had been in the hold for about sixteen years. The men at the park undertook to clean the weapon and it was discharged, but without injuring anyone. Roberts named the gun "Paul Jones."

CHAPTER LXXIII

1898-9—ANTI-SPANISH MEETING HELD—DR. E. M. BROWN APPOINTED RECRUITING OFFICER FOR COMPANY C, E. A. STURGIS CAPTAIN—WAR DECLARED—GENERAL ASHTON OFFERS TO RAISE REGIMENT—GOVERNOR ROGERS APPOINTS WHOLLEY AND FIFE—FATHER HYLEBOS ADVISES CATHOLICS TO FOLLOW THE FLAG—TROOPS LEAVE TACOMA—PERSONNEL OF COMPANY C—CAPTAINS ROSS, DE HUFF AND DEGE ORGANIZE COMPANIES FOR SECOND WASHINGTON—LIEUTENANT COLONEL FIFE COURT MARTIALED—BOYS FIGHT AGUINALDO'S INSURGENTS—PRIVATES GROSSMAN AND LOVEJOY KILLED—TROOPS RETURN TO TACOMA NOVEMBER 5TH—WAS CALLED "THE FIGHTING FIRST."

The Spanish-American war was approaching. February 15, 1897, an open-air meeting was held at Twelfth Street and Pacific Avenue. A. V. Klemencic addressed the crowd. He read a letter to Spanish Premier Canovas Y Castillo which began: "Villain! Assassin! You are chiefly responsible for all the inhuman horrors perpetrated in Cuba, the Philippines and in Spain." To emphasize his indignation he dragged the Spanish flag in the mud. The newspapers were full of Cuban affairs, and the distraught among them were crying "on to Havana!" February 15, 1898, the Maine was blown up in Havana Harbor, and war became a certainty. Company C was recruiting. Dr. E. M. Brown, who died a few weeks ago greatly beloved by the community, was appointed recruiting officer. Drills were frequent and hard. E. A. Sturgis was captain. April 22d war was declared and a cannon which one of the newspapers had at the ball grounds, boomed the signal. The gun had been loaded and ready for several days, with men on duty night and day. Gen. James M. Ashton offered to raise a regiment of cavalry. At a

meeting in the Dougan Block on the evening of the 23d sixty-one men signed a petition asking the governor to enroll a volunteer company with G. L. Smith captain, J. M. Kent first lieutenant and George Demorest second. On the 29th Governor Rogers appointed John H. Wholley, formerly of the Twenty-fourth Infantry, as colonel and W. H. Fife lieutenant colonel of the Washington regiment.

May 1st not less than 8,000 persons attended a patriotic meeting in Wright Park. Mayor Nickeus, George H. Stone, Judge Kean, A. J. Holmes, Col. Thad Huston, Judge Allyn and Francis W. Cushman were the speakers. Rev. Mr. Marlatt had opened the meeting with prayer and Reverend Father Hylebos pronounced the benediction.

Some of the young Catholics had found themselves in debate whether they should offer their services to the army in view of the powerful Catholic leanings of Spain, and finally some of them called on Father Hylebos for advice. That fine old citizen replied something like this: "If a Catholic is wrong it is the duty of the righteous to correct him. Spain is wrong, and, Catholic or not, the United States has to correct her. The fact that a man or a nation is Catholic is not prima facie evidence of perfect righteousness in all things. We shall have to set Catholic Spain right. If an emergency existed, I myself would organize a regiment and lead it against Spain. You boys follow the flag!"

May 11th the first battalion under Lieutenant-Colonel Fife, composed of Spokane, Seattle and North Yakima companies, departed. Mrs. Haines, widow of Colonel Haines, presented her husband's sword to Company C, which gave it to Fife. It was a great day in Tacoma, in her fluttering bunting and waving flags. The troops marched to the "Flyer Dock," then called the Crescent Creamery Wharf, and after they had gone aboard the Steamship Senator there was a great cry for Fife. He spoke from the bridge, thanking the people for their demonstration of friendship and said he and his men hoped to return safely, "but should I never return," he continued, "I leave you, citizens of my city, a sacred legacy—one dear to my heart. I leave in your care, friends, three motherless children and only ask that you be to them fathers and mothers both!"

There was scarcely a dry eye in the great throng. Some one started "When Johnny Comes Marching Home" and the crowd took it up. As the steamer moved away shouting began and continued until she was far out into the stream. Every whistle in the city screamed and thousands of eyes were gazing at the Senator as she rounded Brown's Point on her way to San Francisco. The second battalion left May 14th, under Maj. John Carr, and another outburst of patriotic fervor was witnessed.

Company C's personnel: Captain, E. A. Sturgis; first lieutenant, S. C. Bothwell; second lieutenant, J. B. McCoy; sergeants, L. S. Steyer, Martin Johnson, Charles Lunan, C. J. Jacobs, Charles Baker, H. A. Trott; corporals, W. S. Gray, W. B. Spawn, Henry Carter, R. E. Rankin, J. H. Meers, R. E. Golden; privates, J. V. Allen, J. Barnett, G. F. Barts, L. M. Boyle, L. M. Bowman, F. A. Blanchard, M. H. Blythe, H. A. Brown, L. E. Brittson, George Bordeaux, A. W. Lytle, F. B. Lafferty, J. M. La Crouse, F. A. Lovejoy, A. G. Morrison, H. Muller, H. E. Mitchell, F. McLear, F. L. McLaughlin, R. H. Nicholson, H. Corwin, R. B. Clark, F. B. Cody, Ed Cramer, W. J. Corbin, E. L. Dwyer, L. T. Davis, R. H. Dudley, I. De Anglo, J. H. Easterday, R. J. Evelith, E. J. Fay, Henry Felton, F. L. Graves, D. Grossman, F. T. Gaston, H. Gwyther, M. Hilson, Chris Johnson, C. P. Johnson, F. H. Johnson, J. A. Jones, L. E. Kelley, E. P. Lemargie, John O'Gara, G. Procneau, O. H. Pearson, G. G. Pitwood, H. O. Robinson, Charles Rogers, L. A. Richardson, A. B. Reichalt, H. F. Steger, E. D. Smith, J. A. Smith, James Spencer, J. M. Simmonds, E. P. Taylor, F. A. Udell, L. C. P. Vogel, W. H. Vanderbilt, F. M. Warner, S. R. Wilkeson, C. R. Wyland, A. F. Wray, F. Westgard, J. L. Young, A. Zender.

The Third Battalion of the First Washington Volunteers left Camp Rogers May 25th for Vancouver. The battalion consisted of 300 men. Company C of Tacoma was among them. Sturgis was the youngest captain in the regiment, being but twenty-seven. He had been a member of Company C for some years. He was with it in the Black Diamond mine trouble of 1891. His captaincy came upon the retirement of Capt. I. M. Howell in 1897.

Recruiting of other organizations began and on June 21st Governor Rogers commissioned J. H. Ross captain of the Tacoma company of volunteers. Ross, with G. L. Smith and J. C. R. Coots, who later became first and second lieutenants, had been drilling the men and when the commission came they were ready for service. The company was sworn in at midnight July 2d by Captain Taylor of the United States army and became a part of the Second Washington Volunteers. It consisted of 106 men, its other officers being: First sergeant, E. C. Taylor; quartermaster sergeant, F. W. Spear; sergeants, F. C. King, G. W. Edwards, James McClure, George Major; corporals, Clifford Viant, B. B. Harlan, James E. Deek, W. S. Page, Edwin Bennett, M. E. Carrier, F. G. Lawrence, G. W. Caughran, Frank Iredell, J. T. Nelson, J. R. Miller and Bruce Cotton. The men were quartered in the old Exposition Building and on July 21st left for Vancouver. Major Fox was in command.

Company A of the New National Guard was mustered in on orders of Governor Rogers July 22d. It was formed to take the place of the men then in the volunteer service and had as officers captain, A. L. DeHuff; first lieutenant, G. H. Driscoll; second lieutenant, Charles F. Walker.

August 9th Company E was mustered in with James H. Dege, captain; A. J. Weisbach, first lieutenant and E. R. Scott, second lieutenant. This company had hoped to become Company D but that honor had gone to a Seattle organization.

The public watched with great interest for news of the boys at the front and it was surprised and shocked when in February, 1899, mail advices told of the court martial of Lieutenant Colonel Fife for "neglect of duty and conduct prejudicial to good order and military discipline." The court fined him one month's pay—$250, and sentenced him to suspension from rank for one month. This was in addition to the five weeks' confinement awaiting trial. On Thanksgiving evening Captain Lane of the transport Valencia had given some of the soldiers a banquet on his ship. He had permission to serve liquors, which proved too much for his guests, the regimental band soon going under the table. Fife and Lane spent the remainder of the night in the latter's stateroom telling stories and jokes which, it was charged, were detri-

mental to the enlisted men present. They made so much noise that Captain Moore, senior officer next to Fife, and also officer of the day, preferred the charges.

The Washington boys had their first conflict with Aguinaldo's insurgents February 5th and all through March were in the fighting, conducting themselves with bravery. March 9th Private Frank A. Lovejoy was killed by a stray bullet at Manila. Private Darrian Grossman was killed February 11th, both being buried at Artillery Knoll, Luzon.

The company returned to Tacoma November 5, 1899, and great preparations were made for its reception. A special train brought the soldiers from Portland, reaching Tacoma in the afternoon. The rooms of the old Athletic Club at Seventh Street and Pacific Avenue were filled with tables, covers being laid for 365. Supt. E. R. Roberts, of the parks, brought in many plants and flowers and the place was beautifully decorated. Gen. James M. Ashton was the grand marshal of the parade. Veterans of the Mexican and Civil wars marched. National guardsmen under Captain DeHuff, Captain Dege and Captain Smith; Troop B mounted, under Capt. Everett G. Griggs; Knights of Pythias, under Captain Arntson; postoffice employees, commanded by Postmaster John Cromwell, and many other organizations, were in line. The women of the Red Cross Society, the state treasurer of which, Miss Sadie Maynard, lived in Tacoma, were very active in preparing for the reception.

Many of the companies of the First Washington contained Tacoma boys. This city furnished 286 men, a larger number than any other city in the state. So well did the men of the regiment perform their duties that they won for themselves the title "The Fighting First" and Gen. Charles King said they placed another star on his shoulder.

After Colonel Fife had returned to Tacoma he convinced his friends that his court martial had been due to the jealousies of regular army soldiers. He had made an excellent record on the fighting line.

CHAPTER LXXIV

1898-1902—CITY CAMPAIGN OF '98—NICKEUS DEFEATS FUSION TICKETS—CAMPBELL DEFEATS FAWCETT IN 1900 AND COLE IN 1902—ACHIEVEMENTS IN CAMPBELL'S ADMINISTRATION—THE POWER CONTRACT AND THE "BRIDGE FIGHT"—VICE QUESTION—ESTABLISHMENT OF RESTRICTED DISTRICT—SANDBERG SPENDS $40,000—REYNOLDS FALLS OUT WITH CAMPBELL—BITTER FIGHT FOLLOWS—CAMPBELL DEFEATED BY WRIGHT—FIRST LEGAL HANGING—STONE-WEBSTER CORPORATION BUYS STREET CAR LINES.

City politics in 1898 was badly scrambled. The populists, democrats and silver republicans held their conventions March 15th. The democrats supported Fawcett who was a candidate for re-election. The populists supported John Hartman. The silver republicans insisted upon having the head of the ticket, threatening to bolt the fusion of the three parties that was being arranged, and the populists and democrats yielded. The silver republicans then named Cyrus A. Mentzer. There was much dissatisfaction and it quickly became apparent that Johnson Nickeus, republican, would win in the election. The vote was: Nickeus, 2,389; Mentzer, 2,089. In that election the socialists had a candidate for mayor for the first time, Charles E. Case being their nominee.

The 1900 campaign again brought to the front as a candidate A. V. Fawcett. This time he was the candidate of the democratic-populist fusion. Louis D. Campbell was the republican nominee, and he won by a vote of 2,904 to 2,788. Fawcett's record as county commissioner and mayor in the three years before was the issue in this campaign. The famous wheelbarrow charges, in connection with his services as county commissioner,

had much to do with his defeat. At this election Alfred Lister again was elected controller and Frank B. Cole was elected treasurer on the fusion ticket.

At the election of 1902 the republican candidate was Louis D. Campbell and the democratic standard bearer was Frank B. Cole. The contest was conducted on party lines and the republican won by a vote of 3,450 to 2,525. Alfred Lister was chosen as controller and Charles D. Atkins as treasurer. It was the first time in the city's history that a mayor had been elected to succeed himself. Cole said that one of his jokes on Campbell was that he (Cole) did not expect to be elected.

Two achievements of much importance to the community in the two Campbell administrations were the closing of a contract with the Bakers for electric current from the Snoqualmie Falls plant and the settlement of "the bridge fight." William P. Reynolds, who, more than any other individual, had brought about the election of Campbell in the first place, served as city attorney through the first and most of the second administration. He did not desire this position and accepted it only after much solicitation. Campbell turned the electrical problem over to him.

Reynolds encouraged the bitter contest between the Baker Company and the Puget Sound Electric Company and finally by a smooth procedure he discovered what the Puget Sound Electric expected to bid. He then notified Baker that he would have to bid below a certain figure, and Baker did so. The rival company brought an injunction suit to prevent the awarding of the contract, but lost, and the city officials hastily entered into a contract, which Reynolds immediately had to abrogate on account of irregularities, after which he drafted a new contract and closed it up. This gave to the city the cheapest power it ever had had.

The street car company was paying nothing then, either upon the cost of building or the expense of maintaining city bridges used by its cars. Some of the bridges were known to be rickety. A serious bridge accident occurred in Victoria, presenting to Reynold's mind a dangerous condition in Tacoma. Straightway he mounted his black mare, with an auger over his shoulder, and rode out to the Twenty-first Street bridge (supplanted in 1910

by a concrete structure). He clambered over the heavy timbers, boring holes here and there, and soon discovered that the beams were mere shells. The next day he caused the bridge to be closed to street car traffic, and proposed an ordinance requiring the street car company to pay half the cost of building bridges and half the cost of maintenance. One after another he caused the bridges to be closed. It created a furore. The public was much inconvenienced, as transfers from car to car had to be made at the bridges. A mass meeting was held in the City Hall. B. S. Grosscup, representing the street car company, scored the city attorney's plan as unique and preposterous. Reynolds retorted by reading court decisions supporting his contention. At length the ordinance was passed and the street car company since has been bearing its share.

At that time the chief redlight district was on Opera Alley and the east side of D Street, from Eleventh Street south. Councilman T. W. Hammond started a movement to place it in a less conspicuous place, and Peter Sandberg was induced to build an establishment at Fourteenth and A streets. He spent about $40,000. This undertaking was regarded by the wisdom—or the unwisdom—of the period, as being the desirable method of handling what many very good and sensible men considered "a necessary evil." The place became a babel of vicious tongues—a ribald convocation of nationalities. Women of every color gathered there. Rules were enforced keeping them from the streets and in endeavoring to shut them from public view.

Chief of Police Fackler carried out the rules as best he could and the community undoubtedly had gained something. The vicious element had, to a certain extent, been confined, and it was under careful police surveillance. Each month each inmate was fined, formal complaints being drawn, and the city gained a large revenue. Unquestionably the city had less crime than before. The vicious element's area of activities was well circumscribed.

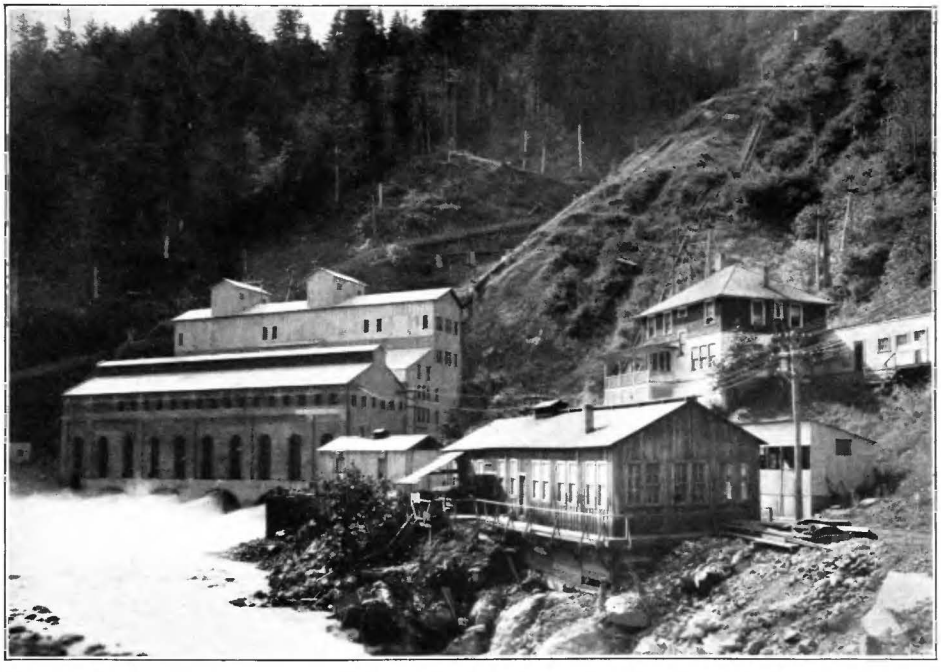
Open gambling then prevailed, and strict rules governing it were laid down by City Attorney Reynolds, to whom the mayor had assigned the problem. Reynolds told the gamblers

that games must be square; that any one of them who tipped a police officer immediately must close; that swift punishment would follow in case a man were robbed in a gambling place. Reynolds and Fackler carried out these rules with relentless determination. Certainly better conditions resulted.

Toward the end of the second Campbell administration Reynolds and Campbell fell out over the handling of the vice question. Campbell proposed to close the A Street resorts. Reynolds insisted that a compact, in fact or implied, existed with Sandberg, and that he had been induced to invest his money and that to close his place would be a violation of an agreement. Reynolds called attention to conditions as they had existed before, when the evil overran business and even residence districts. When Campbell insisted upon closing the place Reynolds resigned and told Campbell he would defeat him for re-election. Albert Johnson was conducting the Daily News, which was then, and for years had been, a democratic paper, and it opposed Campbell. The Ledger, a republican paper, gave him mild support. S. A. Perkins owned both papers, but at that time he did not edit both of them, and soon he found himself in a hornets' nest. Campbell had warm friends who grew intensely angry at the fight which his various antagonists were making upon him, and they never have fully forgiven. In his administration of affairs he had created enemies among some of the city's foremost businessmen and they took a hand in the fight.

An interesting episode grew out of the conferences between the republicans opposing Campbell and the democrats, who had nominated George P. Wright. The democrats hoped to elect their entire city ticket. Reynolds notified them that the anti-Campbell republicans would quit the contest against him at once unless the democrats would agree to assist all republican nominees except Campbell. The compact was made. Wright was elected by a vote of 4,239 to 3,578, and the republicans elected L. G. Jackson as controller, Charles D. Atkins as treasurer, and Councilmen W. A. Whitman, Jesse H. Read, O. H. Christofferson and A. M. Richards. The democrats elected Councilmen Frank M. Lamborn, Otto Duevel, Schuyler Usher and A. C. Hoenig. This election took place April 5, 1904.

WHITE RIVER POWER PLANT, LOCATED BETWEEN SEATTLE AND TACOMA



ELECTRON PLANT ON THE PUYALLUP RIVER
Great power development by the Stone & Webster Engineering Corporation

Campbell was a Scot of strong likes and dislikes. By one faction he was assailed as a man whose taste of power had made him arrogant, and by the other side he was praised as few mayors ever are praised. His friends loved him. They love him yet, and to them his administration never has been equalled. The most bitter animosities, many of them based on hearsay and nonsense, are retained to this day by men on both sides of that famous fight.

The first legal hanging in Pierce County took place April 6, 1900, when John Michod paid the penalty for the murder of his former wife, Mrs. John Ambler. In the summer of 1900 Michod was released from the state penitentiary, where he had been serving a sentence for wife beating. Coming to Tacoma he found the woman had obtained a divorce and had married John Ambler. Michod went to the Ambler home September 27th and shot her. Preparations had been made twice before for legal killings in Pierce County. The first time William Martin, the condemned man, escaped the day before that set for his execution. The 24-foot hemp rope bought at that time was carefully soaped and laid away. A few years later it was expected this rope would be used in executing Picani, but the Supreme Court intervened and the rope again was laid away. It was used in the Michod hanging. James A. Frace, who built the scaffold upon which Picani was to have been hanged, also built the scaffold for Michod and Father Hylebos received the confession of both men—Picani, the Italian, and Michod, the Frenchman. A few years later Frace was shot down by an assassin, leaving a mystery that is yet unsolved.

In 1902 the Stone-Webster corporation of Boston bought the City Park Railway Company (Point Defiance line), the Tacoma Traction Company, operating the line to Puyallup and to Wapato, the Tacoma Railway & Motor Company, and the Tacoma & Columbia River Railway Company, and amalgamated them as the Tacoma Railway and Power Company of New Jersey. These properties were in bad order and the buyers at once began a general reorganization and upbuilding and soon gave to the city an excellent service which, generally speaking, has been maintained ever since. The coming of Louis Bean as general manager

gave a new color to street railway affairs in Tacoma. He surrounded himself with an especially efficient group of young men. The last spike of the interurban line was driven May 31, 1902, and the first train was run that day. Regular service was not established for about two months. This line cost in excess of $5,000,000.

CHAPTER LXXV

1899-1900—SHIP ANDELANA CAPSIZES—ALL HANDS LOST—ATTEMPTS TO RAISE THE VESSEL—DIVER LOSES HIS LIFE—COLLISION OF CITY OF KINGSTON AND GLENOGLE—KINGSTON SINKS IN 420 FEET OF WATER—TITLOW TAKES A FLYER—DEPTH OF THE SOUND—THE DE LIN STREET WRECK—FORTY-THREE PERSONS KILLED—EQUIPMENT IN BAD SHAPE—JURY RETURNS SEVERE VERDICT—WRECK COSTS ENORMOUS SUM.

Between 2 and 3 o'clock on the morning of Saturday, January 14, 1899, the British ship Andelana capsized in a squall and sank at her anchorage off the St. Paul & Tacoma mill's deep-water wharf, going down in twenty-three fathoms of water.

Her crew, consisting of Capt. G. W. Staling, First Mate E. H. Crowe, E. G. Doe, Nemey Jossaim, Joseph M. A. D'Hoeyere, Richard R. Hanze, Antone Jensen, Johan Neilsen, E. Ostrom, Fred Lindstrom, Edward Letz and August Simonson, caught below decks, were carried down with the ship.

The Andelana was a steel craft—one of the finest that ever came to Tacoma—and was to load wheat for Liverpool. Very little ballast was on board and to this fact her fate was attributed. Tugs next day dragged for and found the ship, which, it was supposed, had turned over on her side.

April 26th E. I. Halstead and Diver Jacob Sorenson began the work of salvage. A huge grappling iron was made and the ship's anchor was soon found, but in the effort to raise it, the grappling iron broke. Next day two anchors were lashed together, and the wreck was moved some five fathoms into shallower water. The men then rested until a new engine could be obtained.

Many persons sneered at the efforts of the wreckers, but a

few days later Halstead brought the anchor of the Andelana to the surface. It weighed 4,500 pounds. The anchor and chain was sold to the American ship C. F. Sargent for $1,000. Captain Libby, manager of the Puget Sound Tug Boat Company, brought three powerful tugs to Tacoma and the cable of the Andelana was bent to three cables, one from each of the tugs Tyee, Wanderer and Richard Holyoke. A 14-inch hawser formed the connection between the cable and the Tyee, while a 12-inch Manila did service to each of the other tugs. The combined horsepower of the tugs was 3,000 and for one hour each exerted every pound of its power. The Tyee's hawser parted with a snap. The powerful tug surged forward at furious speed. Another effort was made and the hawser of the Wanderer broke in much the same manner. All afternoon the tugs pulled at the wreck, measurements taken the next day showing that it had been moved but a few feet. Halstead then abandoned this plan and turned to scows.

At low tide on May 24th two large scows were lashed together above the wreck, the ship's cable was passed through a sheave having a two and seven-sixteenth-inch axle, and Halstead and his men watched the incoming tide anxiously. The scows settled some four inches and it was seen that the steel axle of the sheave was bending under the strain. A new axle, five inches in diameter, was put in and another incoming tide started the big vessel out of her place in the mud. The wreck was raised about five feet and then the chain broke, the scows bobbed on the water like corks and another plan had failed.

Weeks passed and on August 9th Diver W. L. Baldwin went down through the thirty-three fathoms of water and brought up paint and iron rust from the side of the Andelana. Divers, expert wreckers and waterfront wiseacres said it could not be done, but when Baldwin showed the paint on his gloves they changed their minds. Baldwin reported the vessel to be resting on her side on solid ground, and declared he would place a line on the wreck or die in the attempt. Several days passed before weather conditions were favorable. Halstead urged Baldwin to get a new pump, as his old one had given trouble, but the diver refused. The pump was patched up, Baldwin subjected it to

severe tests, and on August 17th started on his second trip to the wreck. He had reached a depth of 150 feet when the gasket in one of the valves of his pump blew out with a hiss and the men on the scow realized that death had claimed the diver. Willing hands made quick work of hauling in the life line, and in a few moments Baldwin was pulled to the surface.

The Pacific Wrecking & Salvage Company purchased the wreck and November 5th Captain Walters arrived with a fleet of large scows, much machinery and a crew of divers. Walters determined to send his men down, attach a line to the masts and try to right her, but weather conditions were unfavorable. The divers gave him trouble. There were charges of shady transactions. The following July the scow which for so many months had marked the grave of the Andelana and her sixteen sailors, drifted upon the mud flats and the work of salvage was abandoned. The wreck is now believed to be covered by the deposits of silt from the Puyallup River.

Early Sunday morning, April 23, 1899, the steamship Glenogle, outward bound from Tacoma, when about midway between the coal bunkers and Brown's Point, collided with the Puget Sound & Alaska Steamship Company's steamship City of Kingston inward bound from Victoria. Ten minutes later the hull of the Kingston sank while the upper works, cut in two by the prow of the Glenogle, drifted away. The collision occurred at 4.20 A. M. when the twelve passengers and a part of the crew were asleep. The Kingston's purser and nightwatchman awakened all and some were taken aboard the Glenogle, which, attaching a line to the after part of the floating upper works of the Kingston, returned to the Tacoma dock.

The crash of the collision had been heard on shore and physicians had been summoned to the dock to care for the injured. But there was nothing for the physicians to do. Rev. Horace H. Clapham, pastor of Trinity Church, occupied the stateroom nearest the point where the prow of the Glenogle entered and was imprisoned by splintered woodwork, but he forced his way out and climbed aboard the Glenogle.

The owners of the Kingston libeled the Glenogle for $140,000. Officers of both vessels maintained strict silence and many

stories were in circulation. Captains Bryant and Cherry, United States marine inspectors, placed the blame upon Captain Brandow, pilot of the Kingston, charging "unskillfulness in navigating his vessel." Brandow thought that the Glenogle, when she whistled, was still at the Tacoma dock and was warning the Kingston to keep out. The pilot signalled the engine room to reverse the engines, at the same time placing his vessel directly across the path of the Glenogle, the two ships coming together at an angle of about thirty-five degrees. Neither ship had much headway. Brandow was found guilty of leaving the bridge of the Kingston without giving signals to the engine room and his license was revoked. Capt. John Birmingham, supervising inspector at San Francisco, later reinstated him

Monday morning the Kingston's cargo began coming ashore on the tide, bringing Canadian whisky and imported wine. Auctioneers sold the wreckage at auction. The hull of the ship, out in the deepest part of the bay, was bought by A. R. Titlow for $52. A large crowd attended the sale. The boats, oars and other property sold at very low prices while dishes, mirrors and furniture brought more than the same articles would have cost if bought new. Kingston relics adorn many Tacoma collections. The wreckage sold for $2,200.

Though the Kingston went down in about four hundred and twenty feet of water there was some hope of raising her. Titlow, when he bought the hull, was merely taking a flyer. He at once was given the title of commodore, and he still wears it. He had a great amount of fun speculating in shares in the lost ship. He sold, rebought and resold shares in his $52 ship many times and cleared several hundred dollars in the transactions. One day the agent of a Portland firm which thought it might raise the ship asked Titlow what he would take for her and Titlow fixed the price at $10,000. The agent finally got as high as $750 in his offers, and he then departed to consult his employers. He never reappeared. Titlow had intended to sell as soon as the agent had bid $1,000, and he exercised all his ingenuity to persuade him to advance beyond $750. The Kingston had about $90,000 worth of new machinery in her.

The sinking of the Andelana and the Kingston aroused a

renewed interest in the depth of Commencement Bay, and many ridiculous figures were given. Even today one now and then hears the assertion that the Andelana lies in 1,000 feet of water. The greatest depth of the bay is 510 feet. This depth is found between Old Tacoma and Brown's Point, about two-thirds of the distance across from Old Tacoma. The sound's greatest depth is about two and one-half miles southwest of Alki Point, where it reaches 852 feet. Around Point Defiance the water is from 100 to 130 feet deep, while the depth of the Narrows varies from 156 to 228 feet.

One of the Northwest's most disastrous street car accidents occurred on the morning of July 4, 1900, at the south end of the bridge that at that time spanned the gulch at Twenty-sixth and South C streets. Car No. 116, heavily loaded with people bound for the celebration in Tacoma ran away down the DeLin Street hill, jumped the track at the curve and plunged over the bridge and was crushed upon the logs 100 feet below. Forty-three persons were killed and many injured.

The car, in charge of Motorman F. L. Bohem and Conductor J. D. Calhoun, left South Tacoma shortly after 8 o'clock. Soon every inch of space was occupied and passengers were clinging to the outside railings. Shortly after leaving the top of the hill the motorman realized that the car was beyond control. Brakes were tightly set, sand was used and the current was reversed, but without decreasing the speed of the car. Passengers jumped to the ground and the track for 300 feet was bordered with the injured. At the bridge the car cleared the twelve-inch guard rail and plunged into the gulch. The crash was heard for blocks. Dead, dying and injured men, women and children, splintered wood and twisted iron were piled together in the bottom of the gulch whose steep sides made the work of rescue very difficult. Veterans of the Philippine war, then in Tacoma for their first reunion, rendered valuable assistance.

Mayor Campbell refused to take part in the holiday exercises and turned his attention to relief measures. Subscription lists were started and about three thousand dollars was given. Sheriff Mills, under instructions from Coroner Hoska, took charge of the wreck and placed deputies on guard.

For months citizens had protested against the dilapidated cars. The council had passed an ordinance regulating the speed, but the ordinance had not been enforced. After the accident the council met and heard resolutions condemning the company for discharging old employes and putting new men in their places; for overloading the cars and for exceeding the speed limit. Action on the resolution was deferred pending the findings of the coroner's jury a few days later. The jury, composed of Peter Irving, Charles Plass, Charles Atkins, J. H. Babbitt and F. A. Turner, spent three days in investigating and brought in one of the most severe arraignments of a street car company ever returned.

Motorman Bohem, then recovering from his injuries, testified that he had had three years' experience in Cincinnati, but that he had never had charge of a car over the DeLin Street grade until the morning of the accident. Among the many witnesses were street railway experts from other cities who examined the tracks, which they found to be badly worn, and the flanges of some of the car wheels were thin and weak. The track had been in use for ten years and was in bad condition.

The jury found the accident due to the carelessness of Motorman Bohem and asserted that the "Tacoma Railway & Power Company was grossly and criminally careless and negligent in permitting said Motorman F. L. Bohem to go out on said car 116 over said dangerous grade without any previous effort to ascertain his efficiency." The company was "grossly and criminally careless in maintaining said dangerous grade without installing any safety appliances and was also careless and lax in the maintenance of its track and equipment."

The thirty-seven killed outright were Lois Drake, Annie Glasso, Lottie Suitor, Dorothy Dinger, Louis Dinger, Charles Moser, Albert Moser, Richard Lee, Mrs. Grossman, G. Bertoli, Ole Larson, Ole Ranseen, James Benston, Charles Davis, William J. Williams, John Paulis, William Nieson, Robert Steele, G. H. Gaul, Rev. Herbert Gregory, Griffith Vanderhelden, A. L. Healy, G. M'Mullin, Mr. and Mrs. John J. Shanger—who had they lived a few days longer would have celebrated their fiftieth wedding anniversary; they were buried in the same grave—

W. H. Davis, Joseph McCann, Leroy Lingerman, Gordon Newton, Richard Sonberg, G. H. Brown, William Hastings, Mrs. George Elliot, Conductor J. D. Calhoun, Mrs. Campbell, C. W. Woodruff and A. T. Silfberg. Edward Bray, Mrs. Emma Flemming, Floyd M. Dinger, Earl Hoskins, J. Gimel and Hilda Glasso died after being removed from the wreckage.

The DeLin Street grade and the dangerous curve had been the cause of other accidents. The first of these occurred about ten years before when two motor cars loaded with men collided, killing one man and injuring a dozen others. Two cars of green wood hauled by a dummy engine with Nelson Bedell in charge, ran away and went over the bridge. Other accidents had resulted in the death of two women.

Damage suits arising from the wreck cost the company more than one hundred thousand dollars. The piled-up suits almost led to the appointment of a receiver for the company. It finally set aside a sum exceeding one hundred thousand dollars and informed the lawyers for the injured that they could take that sum and distribute it, and that a greater demand would bring about a receivership. The lawyers accepted the offer.

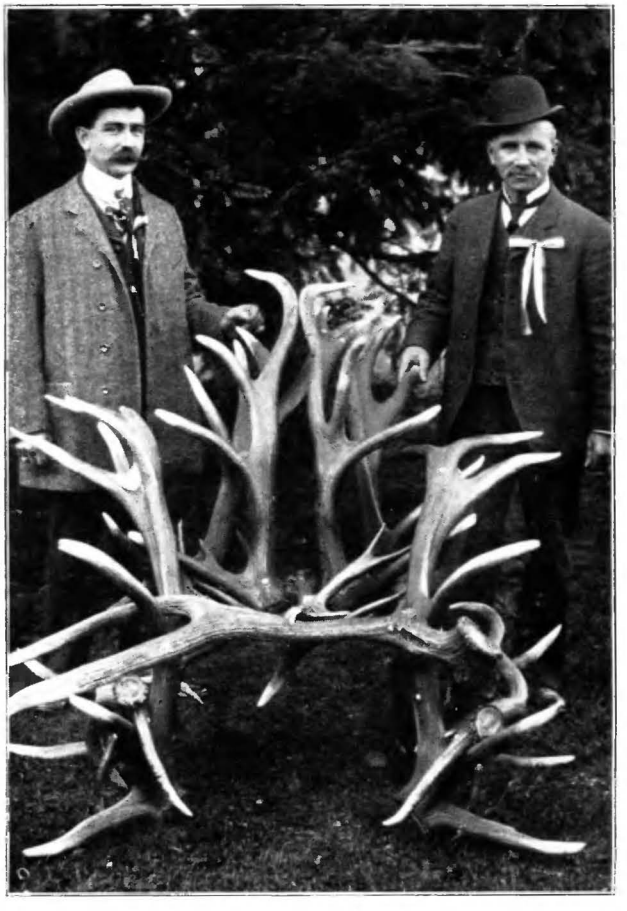
CHAPTER LXXVI

1903-04—PRESIDENT ROOSEVELT LAYS CORNERSTONE OF MASONIC TEMPLE—IS PRESENTED WITH SILVER TROWEL—WRECK OF THE CLALLAM—FOUR TACOMANS LOST—PRESBYTERIAN CHURCHES ORGANIZED.

President Roosevelt made his first visit to Tacoma May 22, 1903, and addressed an enormous audience in Wright Park. Immediately afterward he started for the Masonic Temple on St. Helens Avenue, where the laying of the cornerstone awaited him.

The President's procession was met by the uniformed rank Knights Templar, 200 strong, drawn up in two glittering lines, and making one of the finest spectacles of the day. Upon the arrival of the President's procession the Knights formed in double column and led the march down First Street and St. Helens Avenue to the temple site, the column being led by the state grand commandery. Among the officers were L. F. Gault, Tacoma, acting grand commander; Edward R. Hare, Tacoma, generalissimo; D. B. Sheller, Tacoma, grand senior warden; Ira S. Davisson, Tacoma, grand standard bearer; John G. Campbell, Tacoma, grand warden. Ivanhoe Commandery No. 4, of Tacoma, in command of Eminent Commander C. L. Hoska and Capt.-Gen. George O. Hickox, followed. Seattle Knights also participated. Three hundred white-aproned Masons were at the temple site.

A great cheer arose as the President took his place, escorted by Secretary Loeb, Governor McBride, Mayor Louis F. Campbell and Grand Master John Arthur. The members of the grand lodge taking part in the services were: Most Worshipful John Arthur, Seattle, grand master; Right Worshipful Charles



CHAIR MADE FOR PRESIDENT ROOSEVELT BY FRED EDWARDS AND E. R. ROBERTS

D. Atkins, Tacoma, deputy grand master; Right Worshipful Rt. Rev. F. W. Keator, Tacoma, grand chaplain; Right Worshipful N. S. Porter, Olympia, grand treasurer; Right Worshipful T. M. Reed, Olympia, grand secretary; Right Worshipful E. H. VanPatton, Dayton, senior grand warden; Right Worshipful A. L. Miller, Vancouver, junior grand warden; Worshipful J. M. Taylor, Seattle, grand lecturer; Worshipful G. D. Smith, grand senior deacon; Worshipful Doctor Limerick, grand junior deacon; Worshipful W. J. Rienhart, Seattle, grand senior steward.

Following the invocation by Rt. Rev. Bishop Keator, Deputy Grand Master Atkins applied the square; Grand Senior Warden VanPatton, the level, and Grand Junior Warden Miller the plumb, to the stone. The grand master dedicated the stone. President Roosevelt stepped forward and with a small trowel placed the mortar. He showed lack of experience and the Masons around him laughed and encouraged him the President joining in the laugh. A handsome silver trowel, presented by Lebanon Lodge No. 104 and Tacoma Lodge No. 88 was then handed to President Roosevelt, who proceeded to apply the mortar with a liberal hand, the crowd applauding. After working a few seconds, the President straightened up with the remark: "I mustn't work overtime on this job." The silver trowel was presented to Mr. Roosevelt while the common one he first had used was placed in the lodge archives.

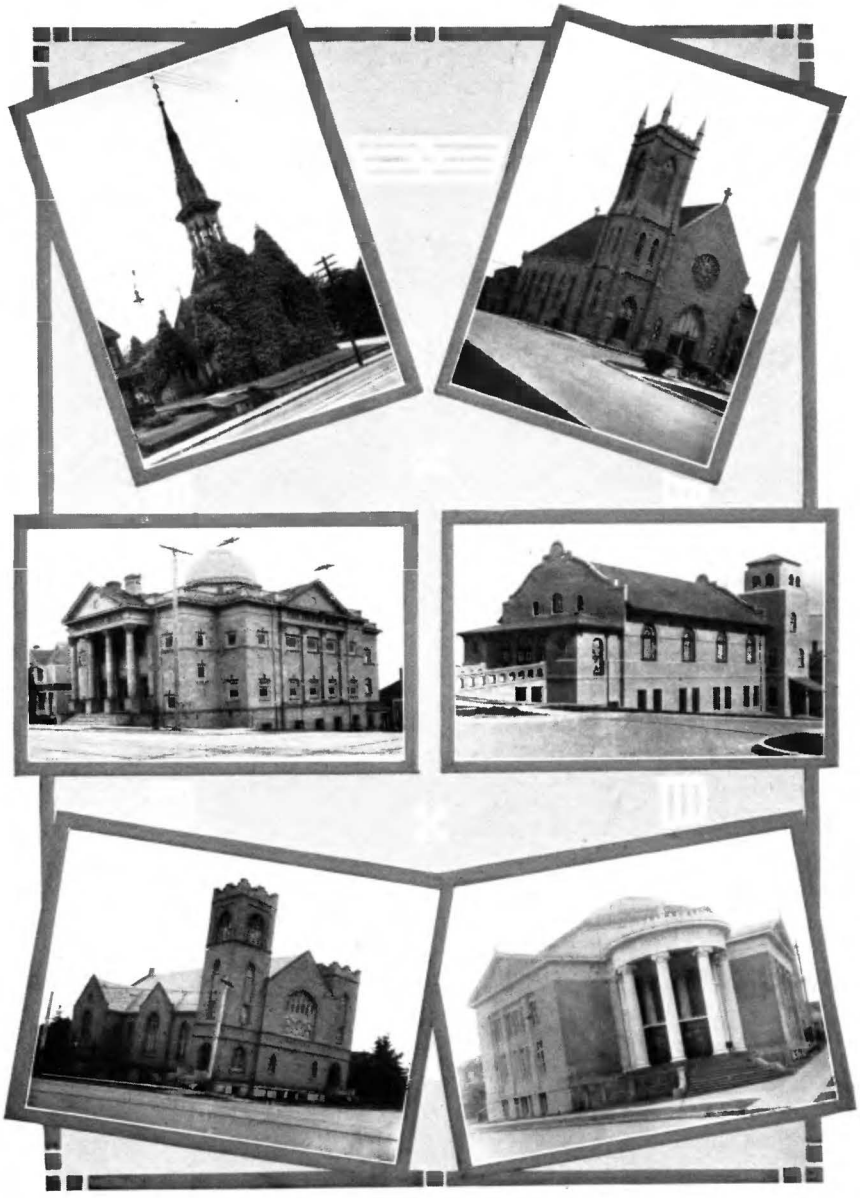
The President made a very short talk. A chorus under the direction of Prof. Olof Bull then sang the Masonic ode. The ritualistic service concluded with the scattering of corn, an emblem of plenty; wine, an emblem of joy and gladness; and oil, an emblem of peace. The copper box containing names of all members of Tacoma Masonic bodies, copies of newspapers, coins, a silver box containing a small piece of walnut from Mount Vernon—Washington's homestead—and a piece of stone from Solomon's Temple—brought from Jerusalem by Allen C. Mason, and other mementoes were placed and the cornerstone swung into place.

At noon on Friday, January 8, 1904, the steamship Clallam, Capt. George Roberts, left Port Townsend on her way from

Seattle to Victoria with fifty-six passengers and a crew of thirty-three. A severe snow and rain storm was raging in the straits and the Clallam fought her way to within sight of the Canadian port when Chief Engineer Delauney reported that one of the dead lights had broken and the ship was taking water rapidly. Captain Roberts tried to turn the vessel around so as to bring the open port hole above water, but the Clallam would not obey her helm. The hole was stuffed with blankets; the pumps were started, but refused to work. All the men on board began to fight the rapidly rising water.

E. E. Blackwood, the Clallam's Victoria agent, saw the ship's distress flags and endeavored to get Victoria tugs to go to her assistance, but tug-boat men refused to take chances in the storm. Port Townsend was then called and the tugs Richard Holyoke and Sea Lion started for the drifting ship. Water put out the Clallam's fires and she was at the mercy of the storm. About 3:30 Captain Roberts gave orders to man the life boats. Captain Lawrence, a passenger enroute to his home in Victoria, went in command of the first boat which barely cleared the side of the Clallam when she went over, spilling women and children into the water. The second boat had covered 600 feet of the 2½ miles between the ship and Destruction Island when it was swamped. The third met a similar fate.

About 9:30 that night the Holyoke arrived and placed a line on the disabled ship. Roberts wanted the vessel towed to Victoria, but the Holyoke started towards Port Townsend with the wind, and at 1 o'clock next morning was joined by the tug Sea Lion. Roberts realized that the Clallam soon would sink and ordered the tugs to cut loose. The order was obeyed not a moment too soon. Roberts told his exhausted men to save themselves, and a life raft was sent over. The captain, carried over the side by a big wave, was rescued by the men on the raft. Most of those on the vessel when she sank were saved while all who went in the boats were lost, among them being Bruno Lehmann, customs inspector; Capt. C. W. Thompson, president of the Montezuma Coal Company; W. E. Rooklidge and Prof. W. B. Gibbons, organist, all of Tacoma; and Miss Ethel Diprose, who was returning to her home in Victoria after having taken a course of



St. Luke's Episcopal Church
First Christian Church
First Congregational Church

St. Patrick's Catholic Church
Immanuel Presbyterian Church
First Church of Christ, Scientist

CHURCH ARCHITECTURE IN TACOMA

study in the nurses' training school of the Fannie Paddock Hospital. The Clallam was built in Tacoma, going into commission July 3, 1903. Two years later, January 22, 1906, the Valencia, another ship well known to Tacomans, was wrecked off the west shore of Vancouver Island with great loss of life.

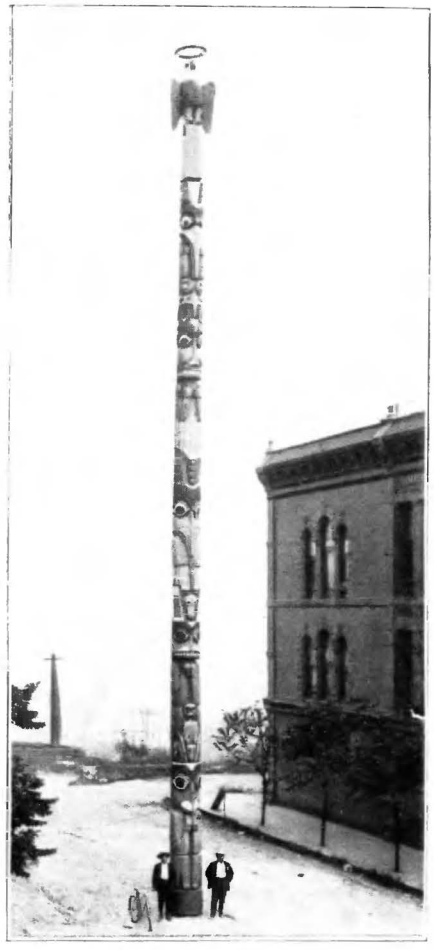
The Second Presbyterian Church had been formed January 28, 1888, in Wallace Hall, Old Tacoma, by Rev. W. A. Mackey and Rev. F. F. Young, with twenty-one members. Ovid Chapman and Matthew Stewart were made elders and Thomas Ellis, J. J. Bush and Henry Young, trustees. Rev. Thomas McGuire was the first pastor. The congregation first used the Methodist Church. In February, 1889, it removed to the Lowell School Building, and in September of that year removed to a tent on lots that had been bought at North Ninth and J streets, where in 1891 a building was completed and the first sermon therein was preached by Rev. Arthur Brown, D. D., of Portland. A year later the organization was to change its name to "The Immanuel Presbyterian Church" and proceed on a happy career, leading to the building in 1909 of the present handsome structure under the guidance of Dr. A. L. Hutcheson, and to gain under the leadership of Rev. Robert H. Milligan, traveller and writer, an even stronger place in the community. Calvary Church was organized January 28, 1889, by Mr. and Mrs. John Slater, Mr. and Mrs. John Hill, Miss Mary Whitmark and Miss Smith. Rev. W. A. Mackey was assisted on this occasion by Elder F. F. Hopkins, of the First Church, who has been stanch in his faith and valuable to his church as its historian. Rev. O. T. Mather, for eleven years pastor of Bethany Church, recently filed in Ferry Museum a complete history of Presbyterianism in Tacoma. Bethany Church began as a Sunday school in the Tripple home, North Stevens and Firty-first street. Rev. J. Addison Whitaker, D. D., helped the people to raise money for the chapel, built at North Forty-first and Verde streets. The church was authorized in the spring of 1904 and Mr. Mather was called from Dryden, N. Y., to test the situation. The church was organized October 15, 1904, with thirty-three charter members, and with Thomas F. McMillen, Ronald McSween and George H. Berry as elders. The church flourished until Whitworth College was removed to Spokane in 1914. Mr. Mather resigned May 1, 1916.

CHAPTER LXXVII

1904—NOMINATION IN TACOMA OF GOVERNOR MEAD—FARRELL COMES IN SPECIAL CAR—A DINNER AND A SUGGESTION—STEVENSON'S ANGER AT RUTH—IT ALMOST LEADS TO REMOVAL OF CAPITAL TO TACOMA—JOHN REA'S SECRET—A TACOMA DELEGATION VISITS GOVERNOR—EDITOR PIPER "SCOOPED" AND HE BERATES MEAD.

One of the most interesting episodes of a political nature in Tacoma's history was the nomination here in 1904 of Albert E. Mead, of Whatcom County, for governor. It created much excitement over the state, chiefly because it was alleged that John D. Farrell, factotum in this state of the Great Northern Railroad Company, came in the dead of night to Tacoma in his special car to dictate the nomination. Sensational stories of this lost nothing in their repetition, and the occurrence became almost a state scandal in many minds.

John C. McBride posed as the farmer's candidate. Much had been said in his behalf against the alleged domination of state affairs by railroad and other interests. Attorney B. S. Grosscup, then prominent in Northern Pacific Railroad affairs, was the leader of the Pierce County delegation. Pierce County had no candidate for governor, nor did King County, and the delegations of both counties were opposed to McBride. Several of the outside counties favored B. D. Crocker, of Tacoma, for the nomination. Crocker for many years was a large figure in Northwestern politics. Thurston County came up with C. J. Lord as a candidate. He dropped out when he learned that, if he received that nomination, the state treasurership would go to some other county. Grosscup stood for Senator Baker of Klickitat. The contest quickly developed into a fight of the field



TOTEM POLE GIVEN TO TACOMA BY W. F. SHEARD AND CHESTER THORNE IN 1903.

against McBride, and the delegations conferred and schemed for a day or so before Farrell came to Tacoma in his private car. He asked Grosscup to have dinner with him in his car. Grosscup accepted and asked Harry Fairchild, an able lawyer of Bellingham, to join the party. At dinner they discussed the problem that was on all tongues. Farrell had no candidate. In the course of the discussion Fairchild brought up the name of Albert E. Mead, the country lawyer, who was then a candidate for Congress. He was not objectionable to Farrell and Grosscup. The word was sent out and Mead's candidacy at once took shape, steering committees from anti-McBride counties quickly formed and the nomination of Mead became a certainty, though conferences lasted all night long at the Tacoma Hotel in the placing of the other nominations for geographical advantage. As a result of Mead's nomination the state won the services of Fairchild as chairman of the public service commission, a position he filled with great distinction. His intensity of service, however, cost him his life.

At various times Tacoma has shown a desire to obtain the state capital, and she came near getting it in 1905. George Stevenson was angry at Senator A. S. Ruth of Thurston County and in an effort to punish him he introduced a bill providing for the removal of the capital from Olympia to Tacoma. It passed the senate with ease. A fight was expected in the house and Thurston County and her friends marshaled forces for that contest. To their surprise the measure went through the house with comparatively little opposition. What had been begun by Stevenson as a bluff had become very serious for Thurston County. The bluff had gone beyond control.

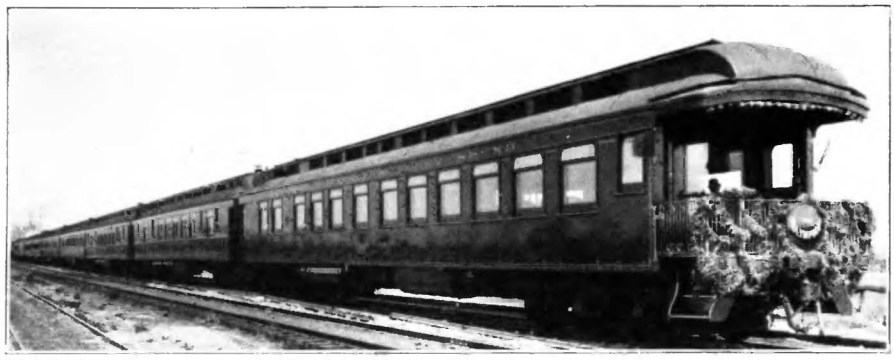
The Tacoma Chamber of Commerce had offered a site in Wright Park—an offer which, it developed, could not be kept because the heirs of the Wright estate threatened to sue for the recovery of the land, which Wright had given for park, and not state capital, uses. Having passed both houses the measure now was up to Governor Mead, and there was great doubt what he would do with it. John A. Rea then was a resident of Olympia, and he had his fingers on everything political. By some process

he exacted from Governor Mead a secret promise to veto the measure. None but Rea and the governor knew.

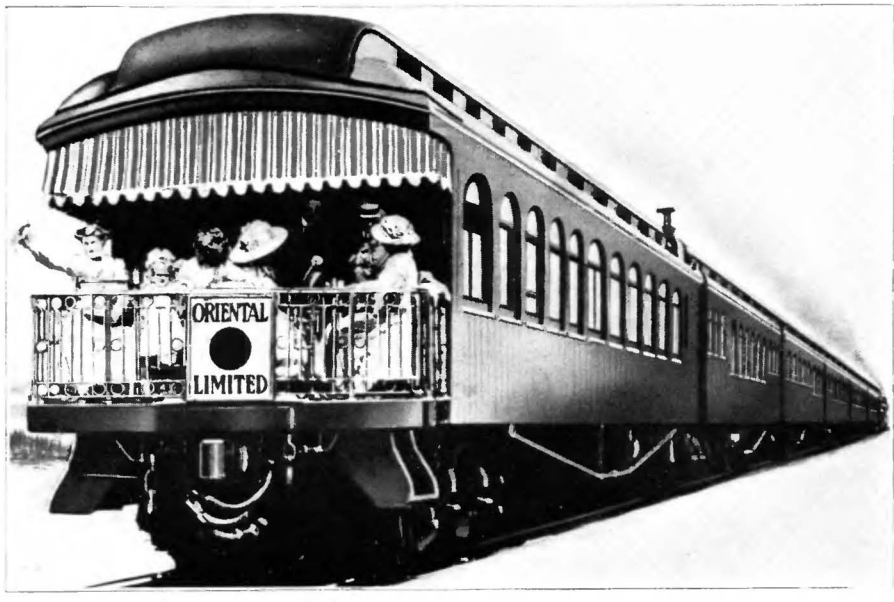
One day a formidable delegation of Tacomans—there were Judge Thad Huston, Judge Emmett Parker, R. L. McCormick and others of like influence—went to Olympia to solicit the friendly interest of Governor Mead in the measure. They met Rea on the street and he accompanied them to the state house and into the gubernatorial presence, where all gravely lined up along the wall while the arguments were presented to the governor. At that moment probably the veto already had been written. The governor listened with patience and proper respect. Rea stood by laughing in his sleeve.

In a few days it was whispered about that the governor would veto, and Editor Piper of the Oregonian got a pledge out of Governor Mead that his paper should have a copy of it immediately it was ready for publication. The Seattle Post-Intelligencer actively had supported Mead and thought itself entitled to particular consideration. Editor Brainerd called the governor by telephone one night, told him he knew of the forthcoming veto, expected to print the fact that a veto had been decided upon and the probable grounds for it, and urged upon the governor the desirability of giving it out then and there in order that no misinformation should be conveyed to the public. The governor fell into the trap, gave the veto to the Seattle paper, forgetting his pledge to Piper and his duty to the other newspapers. Piper sent to Mead a message in which he said: "You are a ——— liar and I'll follow you to the ends of the earth." Editorial attention from the Oregonian thereafter was not a delight to the governor.

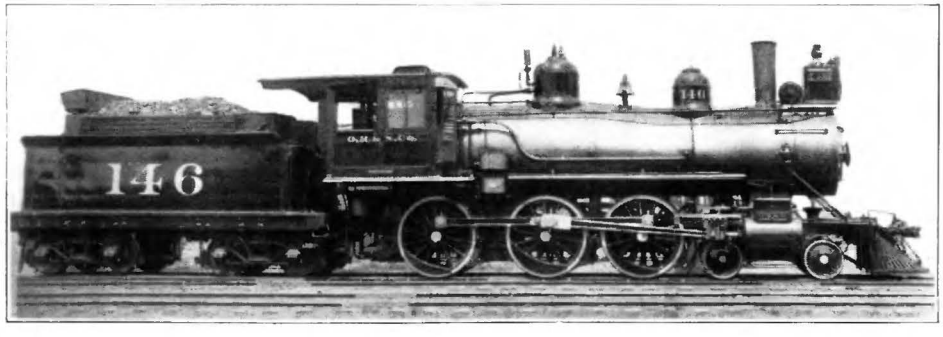
Mead surprised and disappointed his critics by giving the state an excellent administration. He suggested a number of sensible reforms and left the office a much stronger man in public esteem than when he entered it.



The first Chicago, Milwaukee & St. Paul train, with Engine No. 219, reached Tacoma at 9:30 P. M., May 31, 1911, with Conductor P. H. Sheridan and Engineer C. A. Johnson



At 10:30 P. M., May 23, 1909, the first Great Northern train, the Oriental Limited, hauled by Engine No. 1068, entered Tacoma, with Thomas Bonner, conductor, and J. Gairns, engineer



This locomotive brought the first Oregon & Washington Railroad train, No. 363, to Tacoma, January 1, 1910. John A. Scott was conductor and D. D. Dunlap, engineer

CHAPTER LXXVIII

1905—GREAT RAILROAD-BUILDING PERIOD BEGINS—MILWAUKEE FRUSTRATES SPECULATORS—UNION PACIFIC SPENDS MILLIONS AND DRIVES A TUNNEL—STRIKES SNAG IN JACOB BETZ—BALKWILL SPENDS $2,000,000—WAS UNION PACIFIC BUYING A BLUFF?—MAKES CONTRACT WITH NORTHERN PACIFIC—ERECTION OF UNION STATION—BUILDING OF POINT DEFIANCE LINE—RAILROADS EXPEND TOTAL OF $20,000,000 IN TACOMA—WHEN FIRST TRAINS CAME.

Railroad buying for terminal purposes began early in 1905, when a syndicate composed of John Arkley, William Bowen, S. J. Maxwell and others disposed of tideland holdings to the incoming Chicago, Milwaukee & St. Paul road. L. R. Manning did much of the buying for the Milwaukee, and his movements were watched with an interest that approached the hysterical.

The Milwaukee engineers let it become public that the company expected to place its terminals north of Twenty-fifth Street, and there was a scurrying of buyers into that territory. While this flurry was in progress the railroad company quietly bought what it desired south of that street at reasonable prices.

In November, 1905, it became known that the Union Pacific interests were in the market for terminal properties, and the excitement which the Milwaukee buying had caused was trebled. One day a man walked into the office of S. R. Balkwill and asked him to take a walk through the lower business section of the city. It was a warm day and Balkwill, being heavy, desired to take a carriage. The caller refused and for the next hour or so he led a strenuous chase, showing Balkwill what lots he desired. On their return the visitor, who was the agent for the Union Pacific, placed to Balkwill's checking account $500,000. The buying be-

gan on Jefferson Avenue. The railroad's plan, the public later was given to understand, was to build an uptown freight station where the Massasoit Hotel stands at South Broadway and Seventeenth streets, with the passenger station just below it. The scheme called for a costly tunnel in the Jefferson Avenue neighborhood and for elaborate viaducts across Pacific Avenue and a great bridge over the city waterway. Property for this project was obtained, most of it at fancy prices.

An incident in the Milwaukee's buying illustrates the Union Pacific buying: Joshua Peirce was asked by the Milwaukee agents to buy the land where the Milwaukee station now stands. Mr. Peirce thought the land was worth about $5,000, but before he got hold of it at 11 o'clock that night its owners had raised the price to $48,000.

The Union Pacific buyers struck a snag in Jacob Betz, who owned the old Sprague Block, now called the Betz Block, at Seventeenth Street and Pacific Avenue. He had paid $275,000 for this property, and the Union Pacific finally raised its bid for a right of way through the triangle to $750,000. Betz refused to take it. S. R. Balkwill disbursed close to $2,000,000 in the land buying. Soon the driving of the tunnel began, and the people of Tacoma believed that all of the elaborate plans which the railroad had announced would be carried out.

Just how far the railroad authorities intended to carry this work is not known. A great amount of San Francisco capital was ready to pour into Tacoma, spurred by knowledge of what the Union Pacific was about to do, but the San Francisco earthquake and fire ruined the plans. The Narrows Land Company, which spent a half million dollars in Regents Park, was the forerunner of the San Francisco incursion. The short but hard panic of 1907 was a further blow to great enterprises.

But the opinion prevailed in railroad circles that the Union Pacific's buying was in the nature of a bluff; that it wanted to frighten the Northern Pacific Company into granting common-user privileges on the tracks between Portland, Tacoma and Seattle, and rights in the $650,000 passenger station which the Northern Pacific was about to build in Tacoma, and which it completed May 1, 1911. After the company procured these

WEST PORTAL OF THE NELSON BENNETT TUNNEL

rights it stopped the tunnel driving and later filled it, as it was becoming a menace to the streets above it. The Union Pacific spent for Tacoma real estate about $3,000,000.

For many years the plan of building a water grade line, with a tunnel south of Point Defiance Park, had been in the minds of railroad men. From the beginning of the Northern Pacific Company's operations in Tacoma the heavy grade of Hood Street and the dangerous crossing of Pacific Avenue had been continuous difficulties. It has been described elsewhere how Allen C. Mason first attempted to use the Point Defiance water grade and the Northern Pacific bought him out.

The great railroad movement of the middle of the last decade encouraged the Northern Pacific to undertake this important extension, and the buying of the necessary land went on for some time, as quietly as possible, and later in the open. In some instances fabulous prices were paid. The bilking of a railroad in these enterprises is regarded as a virtuous achievement, but the public pays it all back, with good interest on the investment. In due time the company had procured its rights of way, and January 1, 1912, the actual building of the line began. It was completed December 15, 1914. The total cost exceeded $10,000,000. It is one of the best pieces of railroad construction on the continent, and to the traveler it is one of the most beautiful stretches to be seen anywhere.

The long tunnel at Point Defiance, which Nelson Bennett built and which was named after him, is 4,400 feet in length, and the short one is 400 feet.

All told, between 1906 and 1914, the Milwaukee, Great Northern, Northern Pacific and Union Pacific interests expended in Tacoma about $20,000,000. This includes the Union Passenger Station, viaducts, real estate, bridges, etc., but it does not include the considerable work which the companies are now carrying out on the tideflats, where miles of trackage is being laid, and long viaducts that will carry vehicular traffic safe from railroad dangers. It is quite evident that the railroad companies have great faith in Tacoma as a traffic point.

The first Great Northern train arrived May 23, 1909.

The first Oregon-Washington train arrived January 1, 1910.

The coming of the Chicago, Milwaukee & St. Paul road was a tremendous event in Tacoma history. Its first train came on May 1, 1911.

The railroad-buying period lifted real estate prices to a point they never before had reached. As an indication of the effect on values, the Tacoma Land Company's holdings in 1905 were appraised at about a million dollars. Through the buying period Manager John Arkley, of the land company, sold more than three million dollars' worth of lands and the company still had a million dollars' worth left. In other words, the buying period increased values four fold. In individual cases the increase amounted to twenty fold.

CHAPTER LXXIX

1905-6-7-8—ORGANIZATION OF THE "BOOSTERS"—A BANQUET OF 1,997 PERSONS—RUNS TRAIN THROUGH PORTLAND STREETS—"WATCH TACOMA GROW"—PROF. CHARLES ZEUBLIN'S RIDICULE AND PRAISE—CORNERSTONE OF PYTHIAN TEMPLE LAID—CITY ELECTION OF 1906—WRIGHT DEFEATS M'CORMICK—PERIOD OF MUNICIPAL IMPROVEMENT—LINCK DEFEATS WRIGHT—ALLEGATIONS OF SHADY TRANSACTIONS IN PAVING—LINCK'S HANDS TIED BY COUNCIL DEADLOCK—FORMATION OF UNIVERSITY CLUB.

The resourceful Fred C. Brewer was the originator of the famous "Boosters," an organization formed February 28, 1905, in the old Chamber of Commerce rooms at Ninth and C streets. Brewer had been east and in Denver he had witnessed the activities of a young men's club. Brewer saw possibilities in it and upon his return to Tacoma he invited a number of friends to join him in starting an organization along similar lines. At the organization meeting there were present L. W. Pratt, I. M. Howell, Frederick A. Rice, Paul Shaw, F. B. Woodruff, Percival C. Kaufman, Wm. Trowbridge, J. Thomas, H. Crouch, E. Sutton, James Dege, Will Hayden, Will Wheeler, Dr. Thos. Curran, G. McGeer, L. F. Gault, and two or three others. They called themselves the "Tacoma Boosters." About the only by-law the club had was: "Boost, don't knock." Its presidents through its three years of existence were L. W. Pratt, Will H. Dickson and Fred C. Brewer. Its executive committeemen were Frank M. Lamborn, J. H. Dege, W. H. Dickson, J. G. Dickson, T. J. Fleetwood, C. H. Grinnell, C. W. Morrill, J. W. Hill, H. G. Rowland, Doctor James, P. C. Kaufman, Aug. Von Boecklin, J. R. Williams, Doctor Hill, F. D. Nash, L. G. Patullo, Swan Samson, Jesse O. Thomas, H. P. Alexander, B. E. Buckmaster,

D. I. Cornell, H. S. Crouch, Charles E. Cutter, H. J. Doten, D. Eshelman, J. J. McMillan, H. E. O'Neal, F. L. Stocking, Roy E. Thompson, J. L. Todd and O. C. Whitney.

The "Boosters" did a fine work in refreshing community spirit. It stationed agents in Ellensburg, Everett, and other towns, to give out Tacoma literature. It held a banquet in the armory, attended by 1,997 persons, at which Will H. Thompson delivered a remarkable oration on Lincoln. It offered a prize for the best Tacoma slogan, and Atty. Van M. Dowd won it with "Watch Tacoma Grow." The club made a memorable trip to the exposition in Portland in 1905, taking Troop B along to lead the procession and by special arrangements with the railroad company the train upon which the "Boosters" travelled was run through Portland's down-town streets. About eighteen hundred Tacomans went on this trip.

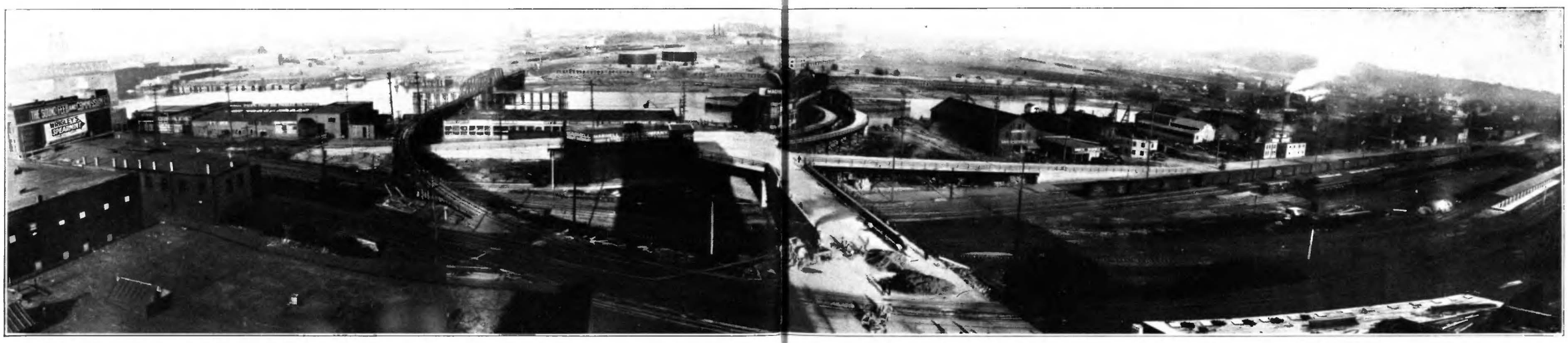
The "Watch Tacoma Grow" slogan became nationally famous. John Blauw, who was the city's publicity agent at the Portland Exposition, and who made a distinct success of the work, had the "Boosters" at his back all the time. The city's slogan was printed in enormous letters near the fair ground and at night was brilliantly lighted by electricity. It attracted wide attention, much praise and some criticism. Prof. Charles Zeublin said in a lecture recently that Tacoma had done one of the most foolish things as well as one of the most notable. He referred to the "Watch Tacoma Grow" slogan and the Tacoma Stadium. Nevertheless, the slogan was valuable in its day. Certainly its attractive power was far greater than its repelling effects.

The cornerstone of the handsome Pythian Temple, on Broadway, was laid July 31, 1906, by Grand Chancellor H. D. Cooley, of Everett, assisted by Governor Albert E. Mead, grand vice chancellor Orno Strong of Tacoma, Grand Master of the Exchequer Ben Haverkamp of Tacoma, and others. George W. Russell was then chancellor of Commencement Lodge. The building, which cost $50,000, was dedicated May 21, 1907. The Grand Lodge of Washington was in session here at the time. Fremont Campbell delivered the address. The trustees were Ben Haverkamp, George Race and John M. Hays.

The city election of 1906 brought forward as candidates for

The Creation of a Brief Thirty Years

Taken from the Northern Pacific tracks just east of the city waterway. As late as 1885 the camera from this point would have shown little except the Tacoma Hotel, a few cottages and the old Northern Pacific shops.



The Manufacturing District of Tacoma

The Miracle of Forty-three Years

In 1872 the townsite was covered with timber and brush, with only a few narrow and little used trails running through the tangle

mayor Robert L. McCormick, of the Weyerhaeuser Timber Company; George P. Wright, the incumbent; and John Hartman on the municipal ownership ticket. Hartman received 2,033 votes. Wright was re-elected by a vote of 3,697 to 3,402, after a vigorous campaign in which both sides spent large sums of money. McCormick's inexperience in city politics proved very expensive. The campaign cost him not far from thirty thousand dollars, and he was defeated by a lie. At the last moment some political genius started the story that his aim in being elected was to bottle up the city against the coming of new railroads. As if he could! As if he would, with millions of feet of lumber to sell to the railroads and a true affection for Tacoma and its welfare. It takes a political campaign to bring to the surface the childish credulity of the race. If some individuals in this community had the power ascribed to them by the unthinking our serfdom indeed would be complete! John F. Meads was elected controller and Ray F. Freeland treasurer.

Wright's administration was characterized by large public improvements. Miles of pavements and sidewalks were laid. Extensive improvements in the water and sewer systems were carried out, and in general the city gained in a material way. The automobile was just beginning to exercise its powerful influence in behalf of better roads. Wright, forceful and adroit in his movements, steadily carried betterments forward.

April 7, 1908, John W. Linck, republican, was elected to succeed Mayor George P. Wright. The campaign was sharply contested. Having served two terms Wright had acquired the enmities that usually attend an extended tenure. His record was assailed from all quarters, and it was charged that under his administration there had been shady transactions in paving. The name of George Milton Savage was brought into this, Harvey Johnson having alleged that through a keyhole of Savage's office he had heard an offer submitted to Savage by an agent of the Wright administration. This matter became the subject of a grand jury investigation and nothing came of it. Savage maintained a silence which the public misunderstood. C. M. Riddell, who very ably served as city attorney, made a careful inquiry into this matter and his conclusion was favorable to Wright. Linck

defeated Wright by a vote of 6,840 to 4,799. Linck, an old soldier, vivid orator, student of literature and art, and a sculptor of no mean abilities, was no sooner in the mayor's chair than he became the victim of a political cabal in the council that mistreated him shamefully and nullified most of his attempts at forwarding the public interests. Linck is a man of ideals and no doubt his administration would have been far more successful but for the councilmanic child's play.

The University Club was organized in the fall of 1906, and was incorporated September 29th of that year. Its first president was the Right Rev. Bishop F. W. Keator, who from the day of his coming to Tacoma has been one of its most notable figures. The other officers were: R. G. Hudson, vice president; B. M. Wright, secretary, who was soon succeeded by E. M. Card; Herbert S. Griggs, treasurer. Its first trustees were Henry Ives, J. H. Williams, Robert M. Davis, E. C. Wheeler, Robert G. Walker, J. J. Dempsey, John W. McFadon, and the officers. The club took the Isaac W. Anderson home as a club house and occupied it until 1915 when it removed to the more commodious Nelson Bennett Mansion.

CHAPTER LXXX

1907—TRIAL OF CHESTER THOMPSON FOR EMORY MURDER—FATHER'S TRIBUTE TO DEAD MAN—ENDLESS ARRAY OF WITNESSES—VANCE'S CAUSTIC ARGUMENT—THOMPSON'S SCATHING REPLY—HIS WONDERFUL WORD PICTURES—HIS DEMAND FOR A VERDICT—"FOR GOD'S SAKE MAKE A VERDICT AND MAKE IT NOW!" HE CRIES—JURY ACQUITS—CHESTER NOW IN MEDICAL LAKE ASYLUM.

The fifty-nine days beginning with December 6, 1906, and ending with February 2, 1907, will always be memorable in Tacoma as having been the period of the most remarkable legal battle and criminal trial that the Pacific Northwest has ever known, or is ever likely to know. This was the trial of Chester Thompson, then a boy twenty-one years of age, for the murder of former Judge George Meade Emory of Seattle, transferred to the Pierce County courts on a change of venue from King County. Out of it, bringing to a supreme climax its many unusual, startling features, and fairly overwhelming the throngs that jammed the court room day after day, was evolved an address to the jury that has become a classic in legal history—the wonderful plea of Will H. Thompson in behalf of his son.

Tacoma was only casually interested when the news came on July 7, 1906, that Judge Emory had been shot down in his own home by young Thompson. There was no mystery in the case. The facts seem to be plain, as told in the newspapers. The boy was wildly infatuated with Miss Charlotte Whittlesey, niece of Judge Emory, and when the latter refused to call the girl to the telephone to talk to Chester, the latter armed himself with a revolver and went to the Emory home. Asking "Where's Charlotte?" he ran into the house and Judge Emory followed. Shots

rang out and Emory fell from wounds that proved fatal two days later. It seemed the most wanton of killings, and as Seattle had been stirred by a singular number of similar homicides, the youth was rushed through a mob to jail only with difficulty, and there was a powerful sentiment against him.

Rumors of strange conduct on his part coming up immediately, a great newspaper took up the cry that this "murderer must not escape on the grounds of insanity." It was at a time when insanity was being made the defense for Harry Thaw in New York, and in this state for young Sidney Sloane, who killed his father in Spokane; for George Mitchell, who killed Joshua Creffield in Seattle, and for Esther Mitchell, who, in turn, killed her brother. There was sympathy for Will H. Thompson, the father, who was widely known as an attorney, author and orator; for the mother, who lay dying in the home, ignorant of her son's predicament, and for two brothers, Maurice and Oscar Thompson, but little or none for the accused youth in the King County jail.

Then the public began to get the measure of Will H. Thompson. At a meeting of lawyers to honor Judge Emory's memory, he had the courage to go and pay sorrowful tribute. His words stirred his hearers to tears as he closed, saying:

"If there were one and but one lingering ray of light in my darkened and silenced home I would give it to illumine the hearts of the widowed wife and the orphaned children of this man who has passed from us, though I and mine should sit in darkness while ever life should last."

It began to be realized that this father's fight for his son's life would not be an ordinary one.

Setting forth prejudice in his own community, Attorney Thompson had the case transferred to the Pierce County courts. On December 6th the trial began before Judge W. H. Snell, with more than one hundred witnesses subpœnaed. One week was consumed in selecting a jury, which, when sworn on December 13th, consisted of the following Pierce County residents: George Grieb, F. T. Spottswood, J. H. Benston, John M. Cronan, W. S. Peacock, John L. Reese, Harry Graham, Walter Scott, William Watson, F. B. Hoyt, W. A. Porter and Charles Vogel. Hoyt was chosen foreman.

The array of legal talent was an imposing one. King County was represented by Kenneth Mackintosh, prosecuting attorney, later judge, and his deputy, John F. Miller, afterward mayor of Seattle. Assisting the prosecution were Walter M. Harvey, then deputy prosecutor of Pierce County, and Thomas Vance of Olympia, who entered the case without compensation because of his long friendship for the Emory family. Will H. Thompson, long considered one of the ablest lawyers of Washington and for several years western attorney for the Great Northern Railway, headed the defense, assisted by W. H. Morris and S. M. Shipley, the former known as one of the state's most successful criminal lawyers and the latter a legal expert on questions of insanity. The defense admitted from the start that insanity would be the defense. Attorney Thompson even offered to furnish the prosecution with the names of his witnesses many weeks before the trial began.

In the court room were a dozen or more distinguished alienists called by both sides to study the case and the defendant, who, throughout the eight weeks of the trial, sat with his eyes on the carpet, seemingly oblivious to all that went on.

The prosecution's opening statement reciting the cold facts of the homicide disposed of, the defense brought forth the first of the surprises of the keen legal battle. Attorney Thompson made his statement of his case at once, without waiting for the prosecution's direct evidence. It was a simple, intensely personal outline of all that had taken place in his family for years before the murder; how Chester, who had been unusually bright as a child, withdrew from others and would not play with them; how, after ranking high in his high school classes, he found himself utterly unable to do work at the university; how he began to say that his life was ruined because of some work that had been done on his teeth; how he refused to eat with other members of the family or scarcely to speak to them; how he began to walk abroad at night until dawn; and to talk out of his window seemingly to no one; how his infatuation for the Whittlesey girl changed to a sort of idolatry and he began to say that unknown persecutors were keeping him from her; an endless array of earmarks of abnormality, dovetailed into sorrowful glimpses of a home where the

mother was dying and where defeat seemed to have come at every turn for the father. It was a recital that deeply impressed and quickened sympathies. Consequently, when the prosecution put on its witnesses to tell the details of the actual homicide, the jurors and the court room crowds saw the tragedy in the softened and melancholy light of all that the father had pictured. The shock of the state's case was gone.

Then came a seemingly endless string of defense witnesses, day after day, week after week, who made an open book of the boy's life and who, piece by piece, detail by detail, substantiated all that the father had said, showing beyond doubt that the youth was mentally abnormal, and of a gentle, unoffending nature, but leaving in doubt whether he was possessed of delusions so powerful that he did not know right from wrong. The father himself was three days on the witness stand, sometimes leaving it to argue as attorney over the admissibility of points in his own testimony objected to by the state. Neighbors, family servants, street car men, schoolmates, occasional acquaintances, merchants with whom Chester had traded, teachers, everyone, it seemed, with whom he had come in contact, testified to peculiarities—some trivial, some tending to show the ideas of persecution common in paranoidal forms of insanity.

Many medical experts were called, mostly to answer staggeringly long hypothetical questions, by which they said Chester Thompson was insane or wasn't insane, according to what was included or omitted in the questions. The jurors evidently grew very tired of this and admitted afterward that what the physicians said played no part in their verdict.

Testimony was completed on January 27th, and Attorney Vance made a caustic argument for the state, flaying the defense theory and assailing the truth of its witnesses. Attorney Thompson's failure to place his son in an asylum, if he believed what he had testified to, was particularly attacked.

Then "Old Man" Thompson, as they called him at the courthouse, got into action. Everything else in the trial shriveled into insignificance beside the wonderful argument he began on the morning of January 31st. Words of singular emotional power leaped from his lips, and stirring figures of speech piled one on

another in amazing pictures of the gloom and sorrow of his home and the mental martyrdom of his son. There were no dry eyes. Some who heard grew hysterical and cries of "don't" or "stop" punctuated dramatic pauses in his fiery appeal. Men who thought they did not know how to weep wept. Jurors and judge wept. Newspapermen scratched away on their copy paper with tears blotting out what they wrote.

Thompson had been a Confederate soldier. He had fought with Gordon all around Richmond in the terrible days closing the great Civil war. In the jury box sat one or two ex-Union soldiers, and these his assisting counsel had asked him to challenge. He had refused. Near the opening of his argument he told the jury these facts. But he said he had no fear of injustice from any man who had been brave enough to face the hell of the Richmond trenches, and in a few words he then pictured an impetuous federal charge that had run down Gordon's men, himself among them—a charge so fierce that it left the Confederate line in the dust, demolished. His climax thrilled every one in the packed court room. Tears trickled from the eyes of the Union veterans.

There were moments as terrible as other moments were sad. Whirling on Attorney Vance the father cried out:

"When you are in a wood and a terrible storm overtakes you; when the huge trees are up-flung from the earth and crash on all sides of you; when the lightning plays and the thunder peals, you do not notice the buzzing of gnats and mosquitoes. After what I have borne, after what I have had to go through, after the sorrow which has been mine, after what I have suffered, the attacks of the attorney for the state, saying I lied, pass me without harm. Crack your little whip! Crack your little whip across my mangled shoulders if you will—I can bear it! If the whiplash of Vance's tongue was all I had to fear; if that was the only shadow across the path of the future, I should be the happiest man alive!"

He likened his son's brain to a violin string. "It was tightly drawn. So long as no harsh hand was drawn across it, so long as it was carefully touched, it gave forth a sound of melody. But

when came fever, when came a great, overmastering, impassioned love, the string snapped. The reason vanished; that was all."

"Death," he cried. "Do you think I fear death! Do you think the darkened mind of my son broods on the sting of death? Were I to go to him now and tell him we two had to die, we both would face it unflinchingly. It is not death, it is dishonor we combat!"

In his appeal to the jury not to disagree he begged:

"If the sun has to set, let it go down now! If you are going to strike, strike now! I can bear the blow. Do not falter. For God Almighty's sake make a verdict and make it now! I can not go through this again."

With all of this emotionalism, sweeping, as it did, everything before it, there was a continually recurrent marshaling of the facts as adduced by the testimony; the lawyer was always at the father's elbow, and an eternal "Why?" cracked out as he dealt with the state's surmises to show that even by its own attempts to explain the boy's conduct they admitted his abnormality.

When he concluded, on the evening of February 1st, it seemed certain that he had won his case, the fee of which was his son's life. The next morning Attorney Mackintosh made an able closing argument for the state and at 4:40 in the afternoon of February 2d the case went to the jury. Two ballots were taken and at 9:40 that night a verdict of "not guilty by reason of insanity" was given. Everywhere the verdict was received with approval and applause, not so much through sympathy for the unfortunate youth as for the heroic father who had won his fight.

Chester Thompson subsequently was committed to the insane ward at Walla Walla and though released on June 13, 1908, after a jury trial and on the recommendation of the prison physician, he was subsequently recommitted to the Medical Lake Hospital near Spokane to which he went without a guard, giving himself up to the superintendent and telling him that he had come there for treatment. He is there now. According to hospital physicians his case later developed into a typical one of paranoidal insanity and it appears that had the Emory tragedy come later, instead of when the youth's delusions were comparatively hidden, the famous trial never would have been necessary at all.

CHAPTER LXXXI

1908-10—BUILDING OF THE ARMORY—LOTS GIVEN BY CITIZENS—THEODORE HOSMER'S DEATH—ORGANIZATION OF ART LEAGUE—INGERSOLL MADE VICE PRESIDENT OF MILWAUKEE RAILROAD—DEATH OF CONGRESSMAN CUSHMAN—HIS WILL—ORGANIZATION OF ROTARY CLUB—Y. M. C. A. BUILDING ERECTED.

The contract for the armory was signed May 30, 1908, and construction was begun the same day. The building was completed December 1st, before the expiration of the contract period and the appropriation of $95,000 was not entirely consumed. On New Year's Day, 1909, the structure was dedicated by Governor Albert E. Mead and was opened to the public with a military ball. The lots upon which it is situated were given by the citizens on condition that the building should be used for public gatherings. About three years ago the restrictions laid down by the war department in Washington became so rigid that the state military authorities were obliged to close to the public all armories in the state. The main drill hall in the Tacoma armory is 100 feet by 138 feet and its cavalry drill hall is 60 feet by 100 feet.

Theodore Hosmer died January 28, 1900, naming his son, Alexander T., now a resident of Tacoma, the executor and sole heir of his will. The will provided that at the son's death whatever estate is left shall go to the parish of Grace Church, Sandusky, Ohio. The will also left $1,000 to be used in caring for the grave in Sandusky, Ohio. It provides that the grass shall be cut short in summer and the ground kept smooth and even; that a good supply of flowers in spring, summer and autumn shall be kept in bloom. Mr. Hosmer was fifty-three years of age and left considerable property.

Somewhere in the late '80s an art league was formed in Tacoma by Mrs. Samuel Slaughter. It held but one exhibit and perished. Recognizing the need of an organization to further art interests and to foster an art interest in our growing city a few artists and art lovers organized the Tacoma Art League, which has been a very successful organization, holding annual exhibitions which are attended by thousands of visitors. It is the hope of the members ultimately to have a permanent art gallery and collection in Tacoma.

The league was formed October 28, 1908, at the Tacoma Hotel. The first officers were: R. F. Mead, president; Arnold S. Constable, treasurer; C. H. Bush, vice president; Mrs. Julia A. Tabor, director; and Miss Marie Carey Druse, secretary. Its later presidents have been W. W. Seymour, Dr. F. W. Southworth, and Rev. Victor Morgan. Mrs. Alice D. Engley Beek is the leading member of the organization in point of brilliancy of work. Her paintings have had a wide vogue, and her lectures before various organizations have been an inspiration to many persons. Other members of the organization are: Mrs. Etta A. S. Morris, Mrs. Ella Louise Mead, Mrs. Sadie V. Wade, Miss Estelle Avriette, Miss Mary A. Mills, Miss Marietta S. Breckenridge, Miss Alice Taylor Mills, Mrs. Thomas Spurgeon, Mrs. Mamie McLeod, Mrs. Ida G. Culley, Mrs. A. J. L. Isaacs, Mrs. Frances E. Crandall, Mrs. John Clay, Mrs. J. F. Ruddock, Mrs. Sadie Davis Reynolds, Mrs. May Plummer York, Mrs. M. Fulton, L. A. White, J. M. Baker, Miss Mary Remy, Miss Mamie F. Watson, Mrs. Ada L. Sweetland, J. P. Sparmon, Arnott Woodroofe, Mrs. Elizabeth M. Mullen, T. C. Harmer. The league's recent exhibits have been held on the commodious floors of the Horgan-Parker Company's store and have attracted wide attention. A painter who has made a specialty of Mount Tacoma pictures and whose work has won much admiration is Mrs. J. N. Bradley.

The appointment of A. M. Ingersoll as vice president of the Chicago, Milwaukee & Puget Sound Railway in September, 1908, was an acceptable token to the community that the railroad's terminal had indeed been tied to Tacoma. Mr. Ingersoll was one of the pioneer wheat shippers of the Northwest and his appoint-

STATE ARMORY

Tower of the courthouse showing in the background

ment was won partly through a long friendship with President Earling, but more because of his extensive knowledge of Northwest conditions. In honor of his appointment a dinner was given in the Union Club, at which the decorations were unusual. In the center of the table was a replica in miniature of Mount Tacoma. A tiny engine hauled a train of orange-red Milwaukee cars about the table.

The death of Congressman Francis W. Cushman July 6, 1909, at the age of forty-two, was deeply mourned in Tacoma. He had served in the Fifty-sixth, Fifty-seventh, Fifty-eighth, Fifty-ninth and Sixtieth congresses and died in the harness. He passed away in Washington, D. C., after a brief illness. His body was brought to Tacoma for burial and thousands of persons in various ways paid tribute to his memory.

Cushman's will disposed of $30,000 worth of property. It had been written July 27, 1903. It follows: "I direct that all my books, papers, pictures and keepsakes be divided between my beloved mother, Mrs. Elizabeth L. Cushman, and my brother, Edward E., and my wife, Mrs. Francis W. Cushman, said division to be made by them and of their own agreement, immediately after my death. After said division aforesaid of keepsakes I give, will and bequeath all my real and personal property remaining to my mother, Mrs. Elizabeth L. Cushman, and my wife, Mrs. Francis W. Cushman, to be divided equally at my death between them."

An event that has had a marked influence on public affairs was the organization February 2, 1910, in the Tacoma Hotel, of the Tacoma Rotary Club. Its thirteen charter members were Harry Pellitier, L. R. Walker, Carl Stebbins, Charles Spinning, George Keep, C. S. VanBrundt, Delbert A. Young, M. E. Sinclair, A. P. Merrill, M. P. Potter, William G. Stearns, Frank McHugh and O. J. Miller. Its present membership is 162, with a waiting list. Its presidents have been Harry Pellitier, W. Carr Morrow, Ralph H. Clarke, Edward B. King, R. E. Robinson and A. H. Bassett, and its present able leader is Ralph H. Shaffer. Its principal achievement has been the formation of the Pierce County Rural Development Association, the purpose of which is to enable farmers to buy blooded stock on reasonable

and easy terms. This already is producing excellent results. The Rotary Club's loyalty to the city's interests, its willingness to assist other bodies engaged in community endeavor, and its good fellowship are characteristics that cause much comment. It seems not to be actuated in any movement by envy of other organizations nor by a foolish rivalry. Its open forum has discussed practically every question of public interest, and it always has been ready to do its share, whether in a charity campaign, a beautification movement or a trade excursion. President Shaffer and Secretary George B. Woodbridge recently attended the national convention of Rotary clubs in Cincinnati and exhibited there to admiring crowds a miniature of Mount Tacoma, and they brought home with them the prize for the club sending delegates from the greatest distance. Alex. R. MacLean is the vice president; A. J. Ritchie, treasurer; S. C. Armstrong, Charles E. Buckley, Walter Leuenberger, J. Harry Weer and Samuel Wilson, directors.

Up to 1894 the Y. M. C. A., which had been organized in 1883, occupied rented quarters, but now it had raised a large sum of money and took a building on the lower side of St. Helens Avenue, between Eighth and Ninth streets. There it prospered, and indeed soon outgrew its quarters. But it was to wait until 1910 for its handsome structure at St. Helens Avenue and Market Street, costing in all $180,000. The organization now has a membership of 770 men and 264 boys. F. C. Downs is the general secretary, with J. F. Grieves and C. G. Raymond as his assistants; E. H. Burwell in charge of boys' work; I. W. Larimore, physical director; and E. F. Lantz, membership and employment. Heroic and successful work in behalf of this indispensable institution has been done in recent months by its trustees and finance committeemen: C. H. Jones, H. A. Rhodes, Ralph S. Stacy, E. G. Griggs, E. F. Messinger, Henry Longstreth, Alex R. MacLean, A. G. Prichard, W. B. Hawthorne, H. E. Warren, H. L. Brown, Swan Samson, L. J. Brown, E. A. Rich, S. E. Hill, Jos. L. Carman, T. E. Ripley, George S. Long, George H. Stone, W. L. McCormick, A. Von Boecklin.

CHAPTER LXXXII

1909—CITY COMMISSION FORM OF GOVERNMENT ADOPTED—SMALL VOTE CAST—THE CHARTER FRAMERS—FAWCETT IS ELECTED MAYOR IN LANDSLIDE VOTE—EFFECTS OF DIRECT PRIMARY AND OTHER ULTRA-MODERN METHODS—BUYING OF MUNICIPAL DOCK—FRANK E. DAY THE PRIME MOVER—HOW IT WAS ACCOMPLISHED—BUILDING OF ELEVENTH STREET BRIDGE—CAR LINE TO TIDEFLATS—SEYMOUR AND STILES WORK OUT SOLUTION—HENRY RHODES PERSUADES STONE & WEBSTER MANAGEMENT.

Political doodlebugism in the city council, misdirection, indirection, rumors of corruption most of which were false but some of them true, and the seeming success which other cities had met by adopting the commission form of government brought the matter up in Tacoma at an election October 16, 1909, after a long discussion. But there was little opposition from any direction to the proposed change. That may account for the wretchedly small vote cast. Out of a registration of about 12,000, 4,534 went to the polls; 3,532 votes were cast for the change and 1,002 against. The charter framers were: Henry A. Rhodes; H. J. McGregor; Attorney E. D. Hodge; Attorney Overton G. Ellis, now on the supreme bench of this state; Calvin S. Barlow; Frank M. Lamborn; Ernest Lister, now governor of the state; Rev. Harry B. Hendley, afterward an excellent member of the school board and recently deceased; Rev. O. L. Fowler; Dr. S. M. LeCrone, for years a leader of the radical element and recently deceased; P. C. Kaufman, a prominent banker and able man, now dead; E. P. Savage, a former governor of Nebraska; A. U. Mills, afterward commissioner of public safety; C. D. Ball, and Attorney O. O. McLane. For weeks this committee worked with great fidelity upon the task of preparing a charter.

At the first election under the new charter, April 19, 1910, A. V. Fawcett won the mayoralty in the primary with 6,630 votes, on an "open town" platform. The business element had tried to unite on S. R. Balkwill. He received 1,172 votes. Other figures were: Johnson Armstrong, 1,164; Charles D. Atkins, 1,099; John M. Bell, 533; E. A. Lynn, 1,192; James A. Sproule, 528. At the final election Nicholas Lawson was elected commissioner with 8,109 votes; Ray Freeland, 7,122; L. W. Roys, 6,491; Owen Woods, 6,374. John F. Meads defeated A. J. Weisbach for controller by 5,631 to 5,365. Lawson became commissioner of light and water; Freeland, commissioner of finance; Roys, commissioner of safety; Woods, commissioner of public works.

After the election Fawcett gave out an interview in which he said that if the council had treated him properly in regard to a fountain which he had given to the city he would not have been a candidate. The fountain in question was placed at the point between Broadway and St. Helens Avenue, at Ninth Street. Afterward it was moved to Firemen's Park. While the community appreciated the spirit that gave it artists have not highly commended its design.

Now and then through many years the question of bringing the mosquito fleet dock closer to the business section had been agitated. By a few this movement was opposed on the ground that the greater the convenience of reaching Seattle the more trade Tacoma would lose. In 1902 the competition caused by the opening of the interurban line up the valley and to Seattle aroused some of the shipping men to demand better facilities. But the movement received no definite impetus until 1910. One day a customer of the Shull-Day Company complained in language improperly strong of the wretched car service to the Flyer dock and the long walk uptown, and he declared that if improvement was not made he and others would no longer come to Tacoma to trade. Frank E. Day determined to take the matter up for correction. He went over to see E. R. Rogers. They discussed it and walked down to the waterfront. On their return they called on Alvin V. Love of the Love-Warren-Monroe Company. The three men decided to organize a "dock committee" of ten men and

then and there they picked the ten men. They were E. R. Rogers, Frank E. Day, Alvin V. Love, Charles H. Hyde, F. S. Harmon, E. S. Younglove, Charles H. Grinnell, E. F. Messinger, Gustaf Lindberg and M. G. A. DuBuisson.

This committee prepared a petition asking the mayor and city council to place before the people the question of issuing bonds for the purpose of buying all the ground now owned by the city from Fifteenth Street northward. This petition included a demand for a new bridge across the city waterway at Eleventh Street, and a bridge across the Puyallup River. The petition was circulated immediately and in forty-eight hours they had 131 signers. According to Dun and Bradstreet the wealth behind these 131 persons and firms was from thirty to forty million dollars.

Mayor Fawcett immediately incorporated the petition in a statement to the council which acted favorably. The committee never stopped until the bond issue was carried. The members visited various parts of the city, passing out literature and talking with influential persons, and making a special appeal to the working people, who became interested especially in a waterway bridge because it promised to give car service for which the employees on the tideflats had been appealing for nearly thirty years. That committee of ten performed one of the finest examples of strenuous team work ever seen in Tacoma.

The new municipal dock at Eleventh Street was opened in January, 1911. Its cost was $270,850, and $31,669 immediately was spent in betterments.

A long wrangle preceded the building of the Eleventh Street bridge. The old one had not yet been paid for. There was much argument in defense of its probable ability to stand for a few more years, though shipping interests condemned it as dangerous. Whether to build a "jack-knife" lift or ordinary draw bridge was threshed out in all forums, the council finally determining on a "lift." To Owen Woods belongs the credit of finally bringing about the decision in favor of a lift bridge. From the beginning he favored it, and his insistence finally won. There followed a controversy over the width of the bridge at its western end, and the squabbling over imaginary misdeeds that usually

accompany large municipal enterprises. One of the ludicrous phases of this was the charge that S. A. Perkins' demands would put a "hump" in the west approach of the bridge. The engineers disposed of this canard. The bridge contract was let to the International Contract Company, with Waddell & Harrington, of Kansas City, as the engineers. The cost was $560,000. It was dedicated February 15, 1913. The length of the bridge is 2,100 feet; length, including approaches, 3,000 feet. The length of the lift span is 200 feet and it weighs 800 tons.

Then arose the question of a car line across the new structure. There was a strong element in favor of city ownership of the line, though it was shown that such an enterprise could not pay. There were advocates of an omnibus line, municipally owned. The matter finally went before the people to decide whether to issue bonds to build the line. The voters defeated the bond issue, but favored building the line. The question of transfers entered into the discussion, opponents of municipal ownership pointing to the desirability of T. R. & P. ownership so that a five-cent fare with transfers could be assured. The city charter seemed to be a bar to private ownership of tracks on the bridge. Mayor W. W. Seymour studied over the question day after day. He saw the danger of municipal operation and the desirability of T. R. & P. operation, but the T. R. & P. officials would not build the line. He and City Attorney Stiles finally worked out what seemed to promise solution. It embraced a plan for the city to build the line and the T. R. & P. to provide cars, power and crews, the city to receive pecuniary returns when the traffic makes it possible. Upon this basis bonds were sold to build the line, which cost about $85,000. Before this, however, the task of persuading the T. R. & P. Company to share its proportion of the burden had to be performed. The local officials were obdurate in their opposition. Their eastern superiors were no more favorably impressed with it. Henry Rhodes was in New York and President George Milton Savage of the Commercial Club wired to him to go to Boston and consult the Stone & Webster management. He did so, won their approval and the desired end was achieved. In the spring of 1916 the city began to realize a profit on the line. Its financial success came years before it was expected.

CHAPTER LXXXIII

1909—DEATHS ON MOUNT TACOMA—CALLAGHAN AND STEVENS LOST—LEIGH GARRETT DISAPPEARS ON WEST SIDE (1910)—MISS HUNT KILLED ON PINNACLE PEAK (1912)—GEORGE FRANCIS ORDWAY AND B. W. FERGUSON LOSE THEIR LIVES IN 1915.

As has been told elsewhere the first death on Mount Tacoma was that of Prof. Edgar McClure in 1898. The next fatality occurred August 14, 1909, when two men were engulfed in the wilderness of the vast peak. They were J. F. Callaghan of West Seattle and Joseph W. Stevens of Trenton, N. J. They had undertaken to ascend without a guide. J. P. Hirley, started with them but fell behind his companions and finally returned to camp, where he reported that a blizzard seemed to be raging about the peak. He had lost sight of Callaghan and Stevens when a cloud intervened between him and them. Guide Joseph Stampfler and three companions started the next morning in search of the men, but returned exhausted. Jules Stampfler and a party of four then took up the search. They found the staffs and packs of the men ten feet from the crater's edge. It was believed that the men had lost their way in the storm and plunged into a crevasse on White Glacier. The following season a Young Men's Christian Association party found a knapsack that had belonged to one of the men. The search went on for a long time as a $500 reward had been offered for them alive or dead. Callaghan was fifty years of age and a student of philosophy. Stevens was a contractor.

The next tragedy on the mountain was the death of Leigh Garrett, twenty-five years of age, who, in spite of many warnings and against the firm advice of P. B. Van Trump, attempted to climb the peak from the southwest side. He was a student in

the Wisconsin Agricultural College and was spending the summer at the Hall Camp in Indian Henry's. With scant supplies, very light clothing and wearing tennis shoes he left camp at 2 A. M., expecting by daylight to reach a favorable altitude from which he might pass over the great saddle of snow above the Tahoma glaciers. There in 1892 Van Trump and Bayley had made the only ascent from that side in the mountain's history. The youth carried a lantern and anxious friends in camp followed the light until daylight. He disappeared. The Stampfliers and others made a diligent search, but no trace of him was found. It is supposed he lost his life in one of the rock chutes which make that side of the mountain dangerous.

The fourth fatal accident occurred on the morning of August 12, 1912, when Miss Charlotte Hunt, a Seattle school teacher, fell 800 feet to death from a ledge on Pinnacle Peak. Crying "Save me!" she plunged from a rocky ledge a short distance from the summit. She seemed to have been the victim of the unaccountable desire that impels some persons to leap from a height. She was a member of the Young Men's Christian Association party, in charge of Capt. H. R. Carter, which had all but finished a ten-day camping trip in Paradise Valley.

August 19, 1915, George Francis Ordway, a prominent Boston attorney, was fatally injured between Gibraltar Rock and the Bee Hive when he fell twenty-five feet, his body striking a jagged stone. He was carried to Reese's Camp on an improvised stretcher and died there seven hours later.

Breaking off a huge block of ice, nearly ten feet in length and about four feet square, when he picked at the roof of a small ice cave with his alpine stock, B. W. Ferguson, state agent for the Pacific Coast Casualty Company, was crushed to death on August 31, 1915. The guide had cautioned the climbers not to go beyond Timberline Ridge, while he went back to assist mountaineers who had fallen to the rear. Ferguson and two others failed to heed the warning. Attracted by a small ice cave in Paradise Glacier, the three entered and the tragedy followed.

CHAPTER LXXXIV

1910—BUILDING OF STADIUM HIGH SCHOOL AND STADIUM—THEY SUCCEED VILLARD'S GREAT HOTEL DREAM—LAND COMPANY SPENDS $480,000 ON BUILDING AND $40,000 ON LAND, AND SCHOOL DISTRICT BUYS ALL FOR $34,500—TOURIST HOTEL FIRE IN 1898—ARCHITECT FREDERICK HEATH FATHER OF STADIUM—ITS DIMENSIONS AND COST.

Tacoma's great stadium was completed in 1910 at a cost of $159,638.46. It will seat about twenty-four thousand persons. It was built by public subscriptions, the contributors receiving tickets good for all performances for five years, and by moneys provided by the treasury of School District No. 10.

Back of this great structure lies an interesting history. It has been told elsewhere how Isaac W. Anderson, on the first Sunday he was in Tacoma, saw the land upon which the Stadium High School stands and tried to buy it. Later he procured it. W. B. Blackwell had bought adjacent lots at $25 each. Anderson was then a clerk in the railroad offices. In later years he was to be the director, under Villard, of the building of a great hotel project on the property.

In the middle '80s the Tacoma Hotel was a very busy institution. Western travel was becoming more and more popular with the building of the switchback and the Stampede Tunnel. Alaska boats had begun to come to Tacoma. The outlook, Villard thought, was for an immense tourist business, and he suggested to Anderson, who had become manager of the Tacoma Land Company, that the company erect another hotel. Anderson suggested a building costing not more than $300,000; it was approved, and Anderson was instructed to suggest sites. Five were under consideration: The present stadium site; the site of

Gen. James Ashton's residence; one on Yakima Avenue, between Fifth and Sixth streets; another on Tacoma Avenue, between Fifth and Sixth streets, and the fifth on the corner north of the Tacoma Theater. C. B. Wright, T. F. Oakes and John U. Brookman came west to select the site and they bought the two blocks held by Anderson and Blackwell for $40,000 each, though all the other sites already were owned by the Land Company.

Anderson then had plans drawn and took them East. Villard ridiculed them. He said Tacoma must have a better hotel than Portland had. He then placed the work in the hands of a Philadelphia architect who outlined a vast seven-story structure. It was the understanding that the Northern Pacific Railroad was to pay half of the $750,000 which the hotel was expected to cost. The failure of the railroad threw the whole burden on the Land Company, which, beginning the hotel in 1891, spent on it about four hundred and eighty thousand dollars. The pressure of hard times stopped the work. The vast building was by that time under roof. Its windows were boarded up and in this condition it stood for some time. A mysterious fire was started in it at 7:15 P. M., October 11, 1898, and in a few hours it was a mass of scarred brick and twisted steel.

It was the third costly fire that had visited Tacoma within three weeks. September 20th the exposition building—the largest frame building in the West—burned, and October 1st the woolen mill was destroyed. All were in the hands of Henry Longstreth, who had been appointed receiver of the Tacoma Land Company the June before. George Kahler discovered the hotel fire. He saw heavy, black smoke coming from the northwest corner of the building. Afterward boys said they had seen cans, as of oil in the place. The structure contained a vast amount of building material, housed there for safe keeping. The fire started near a stack of 80,000 shingles. Five fire engines fought the blaze but they were helpless. The mains were too small to supply them with water. In thirty minutes the whole interior was ablaze, and the reflection was seen in Olympia and Seattle.

In the division of property which took place in the reorganization of the Land Company and the railroad at the close of the depression, the structure fell into the hands of the railroad company.

THE FIRST GREAT SCHOOL ENTERTAINMENT IN THE TACOMA STADIUM

The ruins stood about six years, a playground for venturesome children. Finally the railroad let a contract to Savage & Scofield to tear it down, and work began. Some of the facing brick were removed to Missoula, Mont., to be used in building a railroad station. The company intended to convert the great building into railroad stations.

The community was deeply disappointed and various methods of saving the structure were suggested. Professor Boyer asked Charles Drury if he would suggest to Bishop Earl Cranston the project of begging James J. Hill to give the ruins to the University of Puget Sound. The Bishop was not in the mood. He was just then displeased with the management of the college.

The high school, which was using the old Washington College Building, became badly crowded. Some of the pupils were in the dark attics. Why would not the old hotel make a fine high school building? Drury probably is the man who first suggested it, though Conrad Hoska, Alfred Lister and E. E. Rosling, as they passed the razing operations on their way down town one morning, caught the idea at almost the same time. They went to the office of W. B. Coffee, then a member of the school board, and suggested their plan. Coffee at once called Architect Frederick Heath and asked him if the building could be converted into a high school. Hoska, Lister and Rosling were all ex-members of the school board.

"I'll let you know in an hour," replied Heath.

At 11 A. M. he gave an affirmative reply and by noon of that day the building and grounds had been bought for $34,500. Then came an unexpected protest. W. H. Snell, Judge Stallcup and others led a fight against its purchase. They believed it to be an extravagance, not only in the price paid, but in the amount that would be required to put the building in order. After a bitter controversy and a vigorous contest in the courts the sale was verified, and Architect Heath set about drafting plans.

The walls were 3½ feet in thickness at the bottom, and 2 feet at the top. Heath found that by merely dropping the joists, the rooms could be made desirable for school purposes. A force of men was set to pulling out the twisted steel and heaps of ashes and debris. Heath was opposed in his plans and his ideas by

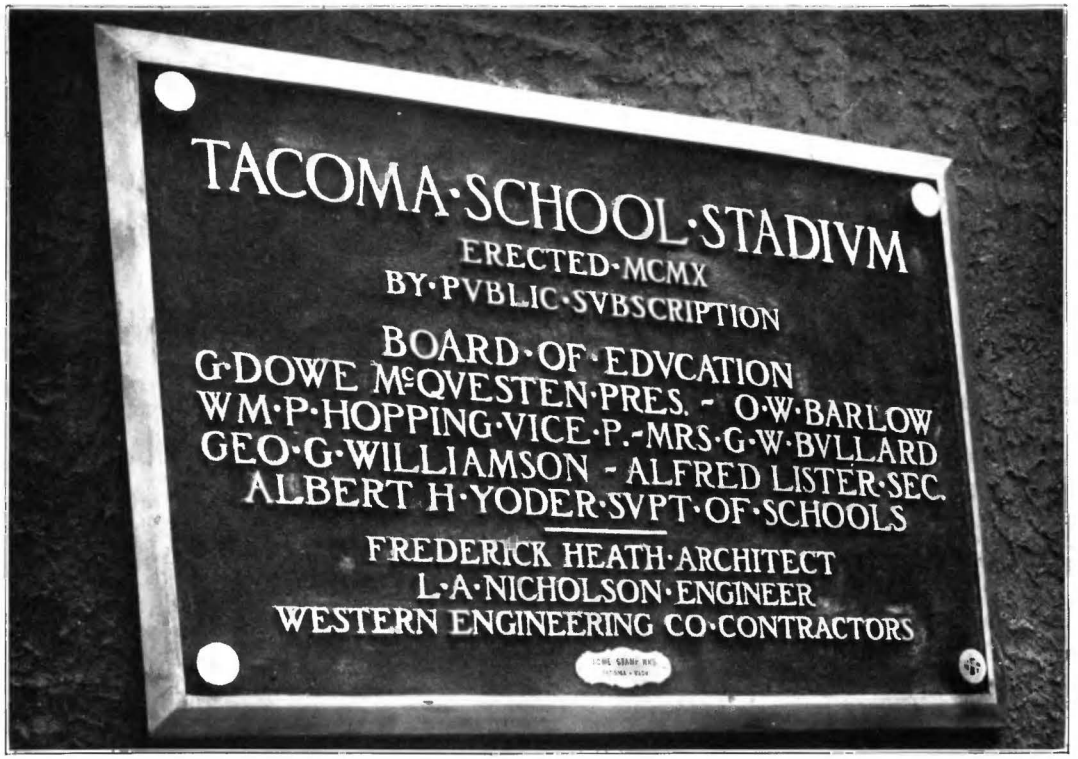
almost every architect and builder in Tacoma except George Evans, the contractor who had built the hotel. Heath let twenty-two contracts. Many of them were subdivided. It was a tremendous task. It was predicted by many that Heath's estimate as to the cost of reconstruction—$200,000—would be exceeded by many thousands, but the excess was only $9,000.

One of the most interesting features of the building, which was completed and ready for pupils in 1906, is its front step, which few notice. It is a monolith, 20 feet in length, 6 feet in width and 16 inches in thickness, and it was cut from a granite boulder which a glacier had brought in ages gone from the mountains of British Columbia and deposited near Fern Hill. To bring this great rock to the city required twenty-six horses. The second step was cut from the same great boulder, but it is not as large as the other. The total cost of building, equipment, etc., has been $300,788.18.

As he watched the workmen on the building Heath studied the great gulch west of it—"Old Woman's Gulch." He first thought of it as a playgrounds, but after a while the stadium idea was born in his brain. The bottom of the gulch was seven feet below sea level, or 247 feet below the level of E Street. He studied and planned for a year and a half before he made public his dream. He suggested it to the school directors one day. They thought it visionary, but the newspapers advocated it. Soon it was being discussed everywhere, and for the most part with favor. The need of playgrounds was apparent, and the board undertook to fill the bottom of the gulch by sluicing.

One cold day in the late fall Heath was climbing about among the trees and brush of the gulch's declivitous sides when he ran into the body of a man, hanging to a tree. This incident had considerable to do with encouraging public favor in behalf of the gulch's improvement. It brought the unsightliness of the spot more closely to the attention of the school patrons, and the stadium idea grew.

That which gave to it its real impetus was the offer by Attorney Herford Fitch and his brother-in-law, Dr. Charles Taylor, to finance the building of the stadium if they could hold the lease for ten years. This met with considerable friendliness, but there



This bronze tablet, placed at the head of the north stairway of the Stadium, was torn down and carried away in 1914 and has never been found. It was about 36x24 inches in dimensions and had a considerable value. It was stolen at a time when feeling was running high against the school board because it had stopped inter-city football games.

was opposition to turning public property over to private individuals. A somewhat bitter controversy arose, and out of it grew the public subscription idea. A stadium subscription committee was formed with S. A. Perkins as chairman. The other members were R. L. McCormick, M. L. Clifford, E. E. Horgan, John Rea, A. L. Sommers, Wm. C. Broenkow, Justin Hill and Alfred Lister, secretary. The work of this committee was notable.

To the project the public gave $49,570.42, and the school board provided the remainder. Those who gave $1,000 each were: C. A. Danaher, Hon. R. L. McCormick, S. A. Perkins, W. W. Seymour, Chester Thorne, John S. Baker, the Chicago, Milwaukee & St. Paul Railroad, the Great Northern Railway, the Northern Pacific, the St. Paul & Tacoma Lumber Company, the Pacific Brewing & Malting Company, the Tacoma Railway & Power Company, the Oregon-Washington Railroad, and the Policemen's Association of Tacoma. Those who gave $500 were: The Peoples Store Company, the Stone-Fisher Company, Henry Hewitt, Jr., William Jones, Balfour-Guthrie Company, the Independent Asphalt Paving Company, the Savage-Scofield Company and Peter Sandberg. By the sale of stadium stamps $1,258.80 was realized.

Heath's plan called for a fill of 147 feet, and 185,000 yards of earth was moved, all by sluicing. Several small houses built by squatters stood in the gulch, and some of the occupants were removed with difficulty. One woman became hysterical and remained in her hut until the water, mud and stones poured into her back door. The houses were buried. One of the buildings was a water tank that had supplied some of the railroad buildings below. L. A. Nicholson, civil engineer, was employed by the school authorities to assist Heath in drafting the detailed plans and his services were of great value.

Two-thirds of the circular part of the stadium stands on pilings, some of which were driven eighty feet and cased in. It is believed they never will decay. Several springs were found, and together they produced a considerably flow of water. These were drained into a large pipe and safely carried away.

The distance from E Street to the level of the field is 100 feet. The width at the open end of the horseshoe is 400 feet. The dis-

tance from the water wall to the opposite end of the field is 379 feet. The field contains 2.6 acres. Five laps around the cinder path total a mile. The entire stadium occupies four acres. It long ago yielded in pleasure much more than it cost. It first was used on a large scale by a military tournament given by United States soldiery. The schools have given a calesthenic performance annually, thousands participating. Its perfect acoustics make it desirable for musical performances and the appearance in it in July, 1916, of Evan Williams, noted tenor, a chorus of 400 voices and a fine orchestra under John Spargur, was the beginning of a summer music festival plan of great value to Tacoma.

CHAPTER LXXXV

1910-14—U. S. CENSUS ENUMERATION—FIRST TOTAL IS ABOUT 109,000—CHARGES OF FRAUD ARE MADE—SPECIAL AGENTS SENT—NUMBER IS CUT TO 83,743—TRIALS AND ACQUITTALS FOLLOW—ESTIMATED POPULATION NOW 104,000—WOMAN SUFFRAGE VOTE—PRIMARY ELECTION OF 1912—LISTER AND BILLINGS IN THE RACE—MONUMENT TO PIONEERS AT PARKLAND—COMPLETION OF CENTRAL SCHOOL BUILDING—LINCOLN HIGH SCHOOL BUILDING CRITICIZED—HAS ATTRACTED NATIONAL ATTENTION—A VALUABLE COMMUNITY CENTER—COMING OF THE JITNEY—AUTOMOBILE RACING—THE TACOMA SPEEDWAY.

Guy E. Kelly was appointed supervisor of the census for what was then the second congressional district, including Tacoma and Southwest Washington, August 13, 1909. The enumerating with 400 enumerators in the district began April 15, 1910. Some time before the Tacoma Commercial Club appointed a large committee and organized a bureau to aid in obtaining a complete count in Tacoma. Many of the larger business concerns joined in this work. The enumeration continued for 25 days in Tacoma and 30 days in the country districts. The enumerators' returns were compiled and checked by the government agents between June 15 and July 1, 1910. The total population shown by these first returns made by the supervisor was never given out, but it is understood they credited Tacoma with a population of from 109,000 to 110,000.

In August, 1910, Special Agent McKenzie of the Census Department at Washington came to Tacoma and made a recheck of the returns and his report cut Tacoma's total to 106,400 population. In the following December, Special Agent Hunt of the

Census Department, came and he made a second recheck, with the result that he cut the total population of the city to 83,743, which later was adopted by the Census Department as the official figure. Mr. Hunt cut off completely the names of railroad construction crews, steamship men, seamen who had been counted as residents, and made other wholesale reductions. Thus over-enthusiasm was subdued with a vengeance. Tacoma undoubtedly had at that time several thousand more than 83,743, and the severe eliminations made by the department was believed to be in the nature of a penalty. Trials of those alleged to be guilty of padding followed and acquittals resulted. The Census Bureau's estimates now give Tacoma a population of more than 104,000.

In the election of November 8, 1910, the amendment (No. 6) proposing to give the vote to women was carried by a large majority. The vote in Tacoma was: For, 3,752; against, 2,470. The total in Pierce County was: For, 5,293; against, 3,345.

The primary election of September 10, 1912, was of unusual interest to Tacoma and vicinity, for the reason that two Tacoma men, Ernest Lister and Orville Billings, were candidates for governor. Lister ran as a democrat and Billings as a conservative republican. The period was characterized by political radicalisms, but Billings believed the pendulum to be about ready to swing the other way, and he prepared a platform in which he denounced most of the numerous and expensive state commissions and likewise most of the ultra modern ideas like equal suffrage, the initiative and referendum, etc., and 1,634 votes were cast for him in Pierce County, and more than 20,000 in the state. Lister's vote in the county was 1,123; Hay, who was nominated, 4,844. A. V. Fawcett was a candidate for lieutenant governor, receiving in the county 1,939 first choice votes, and 390 second choice. Louis F. Hart's vote was 2,294 and 647. At the election in November Hay received in Pierce County 6,888; Lister, 10,537; Hodge, progressive, 9,281. Hart, for lieutenant governor, 8,196; Harry H. Collier, 5,829; Govnor Teats, progressive, 11,733.

October 8, 1913, the State Historical Society unveiled a monument, about a mile and a half southeast of Parkland, to mark the last camping place, October 8, 1853, of the party that came over the Naches Pass. There were 171 persons in that

LINCOLN HIGH SCHOOL

famous party, and they traveled in 36 wagons. Eighteen members of the original train were at the unveiling. The large flag draped over the monument was lifted by George H. Himes and William Lane, both of whom had crossed the Pass in '53. Rev. Edwin Eells, William Woolery, Prof. N. J. Hong, P. J. Hubbell, John G. Baker of Portland, Charles H. Ross of Puyallup, and Mrs. Helen Z. Ruddell, John Arthur, W. H. Gilstrap and W. P. Bonney were speakers.

The story of the crossing of the Naches Pass is one of the most romantic in American history.

When the old Central School building had been outgrown, the school board decided to abandon the site and raise the new building on the site of the old Washington College and the old High School. Some objection was raised to its estimated cost, but for the most part the citizens, who through all the years have shown a commendable pride in their schools and their school architecture, favored it. The board pointed out that the building, as planned, was none too large for the district, and that a smaller building would make it necessary very shortly to erect another building close by. As the building progressed, there was complaint against its tower and some ridicule. The tower, however, is valuable in the city's "skyline," and the beauty and dignity of the building is remarked by every visitor. As a utility in which are centralized the administrative forces of the school, it has given satisfaction. The building was completed in 1913, at a cost of $208,411.54.

The board was building simultaneously with the Central School the Lincoln Park High School. The original plans had been made with a view of accommodating from 800 to 1,000 pupils and bonds were issued with the public understanding that the cost would be about $225,000. But while the matter was under discussion and the usual delays incident to an undertaking of such a size, a further investigation developed the fact that a building of the dimensions planned would be too small, and that it would be necessary, at no distant day, to build another high school in the same general locality. The board thereupon advised Architect Frederick Heath to revise his plans with the idea of making room for at least 1,800 pupils. The completed building cost $436,607.68, and the equipment $75,000.

The plan of the building is unique in school architecture, and has attracted national attention among architects and school men. It was built at a reasonable figure, considering its size and stability, though there was some objection to the amount of lumber used. This arose partly from the fact that one of the contractors permitted a large sign to be raised, carrying a boast to the effect that it contained more lumber than any other building within a wide territory. The allegation was true and the public gained the impression that a fire trap was being built, and a fire trap ought not to cost as much money as was being spent. In reality the building is well fire-proofed, with heating plant separate, and wires encased. Fire danger is remote. The increased size of the building and the increased cost brought down upon Architect Heath criticism which he did not deserve. He obeyed the instructions of the board, and he built a great building. The commodious interior plan was devised upon suggestions from Supt. W. F. Geiger.

The structure has been worth all it cost. It has given to the southern part of the city a community center. The south side long had felt that it was being neglected, and the beautiful building, wonderfully equipped, went far toward dissipating that feeling. If in building it on the larger scale the board violated to a greater or less degree the pledge it had with the public, it may be said, in defense, that the attendance already has proved the board's wisdom. The building was completed in 1914, and for two years it has been a recognized element in uniting the two sections of the city which so often, and always foolishly, have been at loggerheads.

The coming of the "jitney" in the summer of 1914 was a serious disturbance of street car values, and soon became such a menace to pedestrians that the city commissioners, after much discussion and the study of ordinances adopted in other cities, adopted rules for their regulation. These rules were designed to limit speed, to fix stopping places away from street intersections, but made no effort to prevent overloading, except to keep passengers off the running boards. In a little while most of the jitneys had disconnected their speedometers and wild running became the rule, with a few exceptions. Political considerations

thus far have so filled with fear the public officials that they have feared to take up proposals for the adequate regulation of the nickel automobiles. While they are a natural development of a gasoline age it has been feared that their effect upon the more substantial and responsible carrying concerns may become a serious drawback to the city's expansion.

Automobile racing was first started in Tacoma in 1912, when three races were run on a five-mile dirt track, hard-surfaced with oil, near the present Tacoma Speedway, nine miles south of Tacoma. This race was directed by A. B. Howe, A. G. Prichard, and George B. Burke, and was financed by individuals. The second race was held in 1913, under the auspices of the Tacoma Carnival Association, on the same course, but shortened to three and one-half miles. August 14, 1913, Frank Allyn, chairman; P. H. Hebb and C. J. Carr, were appointed by Garrett Fisher, president of the Tacoma Carnival Association, "to investigate and report as to a site and plan for a permanent track." Soon the Tacoma Speedway Association was formed. Construction began early the next spring, and the track was completed for the races July 4, 1914. The race was won by Earl Cooper, at a speed of 78 miles an hour. The cost of the track and plant was $100,000.00. The present lattice track, made of 2 by 4 timbers running lengthwise, is two miles in circumference. The track is fifty feet wide, except in front of the pits, where it is sixty feet in width.

The largest crowd that has attended the races was on July 4, 1914, when approximately 25,000 entered the gates. In 1916, in a 300-mile race, Eddie Rickenbacher won, with an average speed of 89.3 miles an hour, the fastest time ever made on the track for a race of that length. Among the leaders in promoting the racing game have been D. D. A. Outcalt, George D. Dunn, Dr. C. P. Gammon, A. F. Lausen, Jr., H. E. O'Neal, C. J. Carr, H. M. Prince, I. N. Hague and F. E. Jeffries.

CHAPTER LXXXVI

BEGINNINGS OF PUBLIC LIBRARY—THE FIRST BOOKS—ITS EARLY SUPPORTERS—GIVEN TO THE CITY—COUNCIL CONTROLS IT—THE LIBRARIANS—THE CARNEGIE MOVEMENT—MODERN DEVELOPMENT.

What is now the Carnegie Library began at a sewing circle. Three women, of whom one was Mrs. Grace R. Moore, were busy with their needles one afternoon and their subject as they talked was books, which were then very scarce in Tacoma. They discussed plans for procuring more and finally concluded to form a circulating library if they could find enough interested persons. May 5, 1886, about eighteen women met at the home of Mrs. Frank Clark in response to the trio's call.

Mrs. Moore was made president; Miss Emma Unthank, vice president; Mrs. E. M. Hunt, treasurer; Mrs. Hadley, secretary. Among those who gave the little library their active support were Mrs. A. H. W. Raynor, Mrs. William Frazier, Miss Fannie Paddock, Mrs. John Hall, Mrs. Van Ogle, Mrs. Richard Vaeth, Mrs. Samuel Wilkeson, Mrs. William Mizner and Mrs. Munson. The women ordered paper-bound volumes of standard works, and bound them in heavy pasteboard with their own hands. The library at first was in Mrs. Moore's home, and later in Mr. Moore's law office where Miss Tiffany, the stenographer, served as librarian. A charge of 25 cents was made to borrowers, and 50 cents to bachelors who might desire to use the Moore home as a quiet place in which to read. To enlarge the revenues the trustees resorted to spelling matches, plays and lectures, bringing such persons as John Fiske, the historian, Mrs. Julia Ward Howe and George Kennan. A flower festival was held, the flowers being made of paper, an art just then new and attracting much

interest. An unusually elaborate entertainment was an exhibit of more than 500 articles of historic or intrinsic value, upon the collection of which weeks were spent. Among the exhibits was a genuine portrait by Sir Peter Lely, lent by Mrs. Van Ogle; another was a Rembrandt, lent by Mrs. Clarence Slaughter, whose father was an eminent artist. Herbert Griggs exhibited a fine collection of antiques which he had gathered in Europe. In time the association obtained 2,000 volumes and these were turned over to the Tacoma Public Library of which Walter J. Thompson was made president, with Mrs. Moore as vice president. The library then was moved into the city hall, with William Curtis Taylor as librarian. He was followed by Herbert Bashford, Jonathan Smith, Alexander Macready, W. H. Jennings, B. S. McLafferty, Jonathan Smith, J. T. Eshelman, Franklin F. Hopper, Mary Lytle (acting) and John B. Kaiser.

In 1893 the library trustees voted to present the library to the city and in January of '94 the transfer was completed. The institution then fell into the hands of a city council committee of five members and politics at times weighed more largely than cultural advancement, though in the main it was handled well.

The library, after removal from the Moore law office had quarters in the Wilkeson, Gross and Uhlman blocks before it reached the new city hall in 1893.

The agitation for a Carnegie library fund was begun in 1901, and the originator of the plan seems to have been Rev. Calvin Stewart, a well known Presbyterian minister, and father of the present postmaster. He was residing temporarily in New York, seeking funds for Whitworth College, and became acquainted with James Bertram, Mr. Carnegie's private secretary. Carnegie declined to help the college and Mr. Stewart then presented the library idea, which met a favorable reception. Meantime the then librarian, Rev. B. S. McLafferty, was working up interest in the Carnegie matter at home, and Mayor Louis D. Campbell finally closed the negotiations for a $75,000 gift. The chairman of the library committee at the time was James M. Harris, but he soon was succeeded by Jesse S. Jones, who since has won distinction in higher public office. The other members of the committee were William R. Giblett, John Holgate, T. W. Hammond and Edward I. Salmson.

The building cost about $68,000. The furnishings consumed the remainder of the gift and more. The structure was built on two lots bought from Franklin M. and Clara L. Potts for $3,500, and three lots bought from A. M. and Lucy E. Kidder for $6,000. The building was dedicated June 5, 1903. The council committee then consisted of Thos. W. Hammond, George C. Britton, J. Warren Martenis, August Von Boecklin and Henry Mahncke. Librarian McLafferty's assistants were Amy Hall, Josephine Holgate, Isola B. Smith, Ralph H. Shephard, Signe Storaasli and Huldah Bergoust.

In 1906 Councilman Thomas Gourley, then chairman of the library committee, presented an ordinance placing the institution in the hands of five trustees named by the mayor. This was in obedience to a state law passed in 1901. Mayor George P. Wright appointed Mrs. William P. Reynolds, Miss Nettie B. Wallace, Bishop Frederic W. Keator, Frederic Mottet and A. H. Yoder, superintendent of schools. It was an excellent board. J. T. Eshelman was then the librarian. John H. Williams, a great book lover, was an editorial writer on the Ledger, and he took umbrage at the de luxe editions that had been bought at good prices. The controversy that followed was good for the institution. De luxe buying was stopped. Another interesting phase of the discussion was that Miss Nettie Wallace became Mrs. John H. Williams.

From time to time serious attacks have been made on the library from the city hall and one of these was a factor in influencing W. W. Seymour, a firm believer in a first-class library, to run for mayor. With a view of limiting library expense Mayor Fawcett appointed to the board ex-Judge John C. Stallcup, a firm character who had figured in many prominent affairs. The more progressive element, however, was in the majority. Mrs. Overton G. Ellis made a very excellent member of the board, but resigned May 5, 1914, after her husband had been elected to the supreme bench where he has made a distinguished record. The present board members are Bishop Keator, Mrs. John H. Williams, William F. Geiger, Mrs. James A. Hays and Mrs. W. H. Johnston.

Miss Jessie Carson was the first trained librarian employed

C STREET WHEN IT BECAME BROADWAY IN 1915

and she was largely responsible in bringing to Tacoma Franklin F. Hopper, a library man of the keenest abilities, who quickly placed the institution on a modern basis in spite of great obstacles. He made a library of it. He resigned to accept a higher position in New York City library work, and the board then chose John B. Kaiser, who continued the work which Hopper had started, and in addition, successfully has employed his genius in popularizing it. He, too, has been hampered both by lack of funds and a lack of space. For the city has outgrown the library building. In 1915 the library lent 421,071 books, a gain of 7 per cent over the preceding year. It contains more than 75,000 volumes. The records show that the library is being more and more used for serious research work by business men and mechanics. In 1915 the reference department answered 9,000 questions. The institution very shortly must have a down-town building if it is to continue to be a growing force in the community.

CHAPTER LXXXVII

1911—RECALL OF MAYOR A. V. FAWCETT—THE ANTI-TREATING ORDINANCE—SEYMOUR DRAGOONED INTO THE MAYORAL RACE —RECALL OF L. W. ROYS AND NICHOLAS LAWSON—VICE AGAIN FIGURES—SEYMOUR'S ADMINISTRATION—PETTIT DEFEATED—LAWSON REELECTED—FAWCETT REGAINS MAYORAL CHAIR—PETTIT REELECTED—WOODS DEFEATED BY ANTI-CATHOLIC VOTE —THE DIRECT PRIMARY'S EFFECTS—OTHER ULTRA-MODERN LAWS — PRESIDENT TAFT'S VISIT — THE CHRISTIAN SCIENCE CHURCH.

Almost from the date of the adoption of the city charter with its recall provision there had been an undercurrent denoting the public desire to give it a trial. The opportunity was approaching. In his preceding years as mayor A. V. Fawcett had been accustomed to single-handed dealing with public affairs. But under the new charter, with its somewhat peculiar provisions —and they were included with the idea that men of a sterling type would be chosen as commissioners—the mayor was one of five, each of whom was master of his departmental realm, and beholden to none other. Almost immediately bickering began among the commissioners, the vigorous and sometimes testy Fawcett attempting, as the other commissioners thought, to meddle with their departments.

There arose a fear among the business men that the quarrelling would lead to costly bungling of important municipal work then in hand—the building of the water plant, the power plant and the Eleventh Street bridge—and the opinion developed that the mayor should be recalled. Another cause for the recall was the belief that what was dubbed "freak legislation" was injuring the city, and chiefest among the freaks was the anti-treating

ordinance which the council adopted, and which then was placed before the people under the referendum provisions of the charter. The people adopted this ordinance March 21, 1911, by a vote of 8,881 to 5,984. The press of the nation laughed at Tacoma, and travelers came to look and to smile, and to carry the tale afar.

The ordinance had been copied, with changes, from the Los Angeles ordinance, which provided that the man who did the treating should be punished; the Fawcett ordinance penalized the salesman. One of the requirements was that a "No treating" placard should be placed on every bar. By printing these signs in tall types so thin that they became invisible to the ordinary eye at ten feet the saloons at once indicated that the law was to be more or less disobeyed, and the drinking public paid little heed either to the signs or to the law itself. The ordinance was never obeyed except in a few cases. Prosecutions of some of the cheaper saloons followed, but no general attempt to make the ordinance effective was undertaken. While the ordinance appeared to contain the germs of justice and sobriety, it was aimed at the destruction of a custom so old that its enforcement seemed from the beginning to be impossible. Many persons regarded it as an abridgment of their rights. Various tricks were employed to circumvent it. Thinking men interested in maintaining the dignity of the laws generally and in the public's preservation of respect for ordinances concluded after observing the operation of the anti-treating law that it was a dangerous measure. And in fact it did lead to ridicule and sneering, and its efficacy never was demonstrated.

Another side of the question was the club which it placed in the hands of politicians. It afforded to him who would use it that way an instrument of coercion by which the saloon might be compelled to align itself with any program which an executive might desire.

The ordinance was one of the reasons for the recall of Mayor Fawcett, though in the midst of the recall campaign the liquor interests were assured that if they would support him, the ordinance would be repealed. He had been elected on an "open town" platform—one of the reprehensible licenses of a political day that is past—and the liquor element had been so disappointed in him that it hesitated to accept further pledges.

William W. Seymour was pressed into the recall fight as a candidate against the mayor. He had no desire to run. He had served ably on the park board and had shown an active public spirit in many directions, and he had a clean name, which his adversaries attempted to blacken by all the means known to shady politics. This led to attacks on Mayor Fawcett's personal, as well as official career, and the court, city and county records were scoured for facts that might injure him. The campaign became intensely bitter—too bitter, by far, for the good of the city, which suffered by reason of the recall fight. Seymour was able to obtain the support of the church element, the business men and the women, and a curious anomaly was that he also had the support of the liquor interests for reasons before explained, and not because he was in any way allied with them. He won in the contest, on the election of April 18, 1911, the vote being: Seymour, 11,246; Fawcett, 10,394. In the primary Barth, socialist, had received 3,303 votes—enough to give the conservative element a painful jolt. The registration was 23,388.

There had figured in the election the A Street establishment which, upon Mayor Fawcett's election, had opened on a lavish scale. This had aroused antagonism. While the movement was in progress to recall the mayor, he adroitly shifted the blame for "open town" conditions to the shoulders of the Commissioner of Safety L. W. Roys, and the next step in the program was the recall of Roys, which the mayor assisted with great delight.

As in every other city where vice is recognized by "licensing" it or by ignoring it, those who profited by it were frightened by one campaign directorate after another into contributing largely for campaign purposes. The social evil, gambling and the liquor interests were coerced into a regular delivery of funds for campaign uses. The restricted district was closed about as often by the exigencies of politics as by spasms of virtue. Officials who had no heart whatever in the recognition of it and who desired to see it closed felt compelled to continue it by the heavy pressure of business interests, who imagined a cordial and interdependent relationship between the profits of vice and a successful city. L. W. Roys was a victim of this illusion. A cleanly man

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and an excellent public official, opposed to a restricted district and to evil in all forms, he, as commissioner of public safety, was caught on the one side by what some excitable persons called the "vice syndicate" and on the other by the element which falsely imagined that it was possible utterly to eliminate sin by law.

Roys, however, was not alone in his misery. At the same election of May 18, 1911, an attempt was made to recall Woods Lawson and Freeland. Francis H. Pettit defeated Roys by a vote of 10,851 to 7,162; Woods defeated W. E. Clayton by a vote of 11,860 to 5,715; Benjamin Weeks defeated Lawson by a vote of 9,057; Freeman defeated Frank M. Lamborn by a vote of 10,158 to 7,711.

Pettit was elected on the promise of cleansing the community, and he did so in the approved style. The A street concern was closed not again to be reopened, and the better part of the community rejoiced. But when the election of April, 1912, came about the people were dissatisfied, and he was defeated by A. U. Mills, who was elected on the promise that he would not permit the old district to reopen. It made an attempt at revival, but was prevented. At the same election Lawson, who had been recalled a year before, chiefly on the allegation that he was inefficient, was reelected on the allegation that he was efficient and that the water and light department needed him, Benjamin J. Weeks having resigned. Lawson's recall was due, in part, at least, to the desire of contractors who desired changes in the Gravity Water Plant plans.

Seymour's administration was one of the best the city ever had, though it was harassed by many troublesome questions. Seymour is an idealist. He believes that a city should devote large attention to welfare work, and he was continually endeavoring to employ city money in the advancement of such work. He brought about the building of the City Contagious Hospital; forwarded food inspection; employed a visiting nurse for families which could not afford to employ; encouraged musical enterprises; helped the churches; urged public comfort stations; suggested plans for public employment of idle men, and in a hundred ways sought to ameliorate evil and sodden conditions, and all the time there flowed from his own purse a flood of money for

charity. He probably has given more money to charity than any two men on the townsite. He was not a candidate for re-election.

Fawcett was reelected April 23, 1914, defeating Rev. C. F. W. Stoever. The public had been made to believe that Stoever was in some way aligned with the liquor interests. Charles D. Atkins and James C. Drake were elected as commissioners. Stoever came up for election as commissioner in April, 1916, and again was defeated by the same idle story used two years before. On this occasion, however, it was told of him that he expected to annul the prohibition law! Pettit, discarded in 1912, defeated him. Hamilton H. Gronen defeated Owen Woods for commissioner of public works. Woods is a Catholic and the anti-Catholic question figured in the campaign. Some of the candidates boldly circulated pamphlets attacking the church. It has been said that the anti-Catholic organization now in Tacoma numbers nearly four thousand persons. Fred Shoemaker surprised the wiseacres by defeating John F. Meads for controller. Sporadic attempts have been made to recall other public officials, started in most cases by persons of insignificance.

The direct primary law had taken effect in 1907 and the first campaign following brought forward candidates as surprising in number as in general weakness, and that has been the case ever since. It became apparent, at the first trial of the law, that substantial business men and intelligent and proud men in other lines would not subject themselves to the whimsicalities attending a Kilkenney cat fight. Each candidate has his own platform, the bolder it is the surer of success, and this naturally leads to extravagant promises and a free play of wits upon the witless. It offers unlimited opportunities to the character assassin, the liar and the unprincipled, as they are beyond the control of party leadership or any other force. The situation, as far as desirable candidates is concerned, was all the worse with the introduction in the city charter of the initiative and referendum and recall. Quickly it was demonstrated that men with ideals, wills and plans of their own, resolute, right-thinking men, would not subject their reputations to the attacks of office-seekers, cranks and other disturbers.

Those who favor these adjuncts of ultra-modern government are of the belief that, as the novelty of their use wears off, and the determination grows to employ them only in cases where an official is plainly derelict, stronger men will offer themselves for public office. But the experience, widely speaking, thus far has been that men who seek the city's well-paid offices could, in private employment, earn scarcely more than a laborer's wage. And it has been shown that the direct primary is the rich man's plaything and not the average man's life line, as its friends hoped it would be.

Perhaps experience will teach the voters to ignore the demagogue and pay a greater attention to sanity and calmness of character; to desert the standard of the liar and thus preserve, as they should be preserved, the reputations of citizens who are worth much to the community. Unless there comes a marked change in these respects the primary law will be repealed, but there never can be a return to the reprehensible ring rules of the old convention days, no matter if they gave to us a better office-holding class than the newer systems. Nor can we hope for diligence, honesty and a bold leadership in public office if we continue to permit the monopolistic control of the recall in the hands of spite, jealousy, political and personal animosity and the reckless tale-bearer.

President Taft was Tacoma's guest October 8, 1911, and an attempt was made to take him to Paradise Valley. But at the entrance of the valley the automobiles mired. It was a hazardous journey but the President enjoyed it. At Ricksecker he stepped to the edge of the precipice to look into the canyon's depths, and stumbled. He almost plunged over. Two days later, after visiting Seattle, he returned to Tacoma and spoke to a great audience in the Armory. He was given a banquet at the Tacoma Hotel. The next day he was driven about the city and showed great interest in the Stadium.

The First Church of Christ, Scientist, was incorporated by six persons in April, 1894. About five years before this the work of the sect had begun in Tacoma. Almost from the start a reading room was maintained. By 1900 about a hundred persons were attending the church services, and in the fall of that year a site was

given for a church building, at Division Avenue and I Street, by Hugh A. Ferguson who, while not a member of the church, was interested in it. The congregation then numbered thirty-seven. In a little while they had raised $3,000 and in November, 1900, the cornerstone of the building was laid. It seated 300, and it was the first Scientist Church on Puget Sound. By 1908 this building had been outgrown and the congregation used the Masonic Temple until 1911 when the present beautiful structure was erected on the site of the old, at a cost of $45,000. It seats 900 persons, and the average attendance is more than seven hundred.

CHAPTER LXXXVIII

1912—LONG DISCUSSION OVER WATER AND LIGHT PLANT—PRAIRIE WELLS TRIED—ENGINEERS EMPLOYED—CITY CONDEMNS NISQUALLY SITE—STONE & WEBSTER COMPANY MAKES OFFER—CONTRACTORS GIVE DINNER TO CELEBRATE LOSSES—POWER PLANT BUILT WITHOUT GRAFT—SEEKING A WATER SUPPLY—GREEN RIVER CHOSEN—BLUNDERS IN BUILDING—SUITS FOLLOW COMPLETION—CITY HAS EXCELLENT WATER.

Almost from the day that the city bought the water and light plants from the Wright interests in 1893, councils, commercial bodies and the public discussed the advisability of building a gravity water plant and a hydro-electric plant. From time to time both of these hopes seemed to be close to realization but it was not until the middle of the 1900 decade that the community took them up in earnest. At two elections the people voted down the proposal to build a gravity water plant. Many plans were made and the city spent a large amount of money in surveys and for expert advice.

The supposed dangerous condition of Clover Creek water and its limited supply finally brought about the boring of a number of wells on the prairie below South Tacoma where an excellent quality of water was procured from the underlying bed of gravel. This water is supposed to be in the nature of an underground flow from the mountain. Air lifts brought the water to the surface. The well problem became political early in its career. The system had its ardent advocates and its bitter enemies. It was charged through this period of turmoil that certain contractors were decrying the system in the hope that the building of an expensive gravity system would be of advantage to their pockets. Petty politics did its best to injure the wells, and on several

occasions vandalism was committed in order to destroy the efficiency of the wells and machinery. Sand was placed in motor bearings. Iron scraps were dropped into the wells, disabling the pumps. Inefficiency among the city's employees now and then assisted in the destructive process.

The city was buying power for its pumps from the Stone & Webster interests. Complaint was made that the rates were high—that general electric charges were too high. It was suggested that if the city had a hydro-electric plant, power for the pumps might be produced at a less figure. This was one of the items in a long controversy that made friends for the power plant project. Engineers Cunningham, Cummings and Trenner were employed to investigate power plant sites. Several were offered—all of them at high prices. Three companies controlled the Nisqually site. The city was not satisfied with the prices fixed and City Attorney Stiles was asked if the site could be condemned. He thought it could and brought proceedings. The Supreme Court decided in his favor by a five-to-four vote. The city obtained the property for $197,500.

There was much opposition to the undertaking. Many honestly believed in the inability of city management; others opposed the site, both on account of its silt, the probable shortage of water and the absence of adequate storage possibilities. Engineer Frank C. Kelsey, of Portland, a man of experience and ability, was employed to draft plans. The public was given the impression by the proponents of the enterprise that 32,000 horsepower could be produced. This rearoused the opposition, as experts who had been employed to examine the flow reported this to be too high. The question went before the people on the 32,000 horsepower basis, and they voted for the plant. What the friends of the enterprise meant to convey was that the plant would deliver 20,000 horsepower on the low tension side of the transformer in Tacoma, and this was the engineer's report.

Work was begun on the plant in February, 1910. In the midst of the discussion over the project the Stone & Webster Company had made to the city an offer to furnish power at a rate lower than the city probably could produce it, but the community was determined to disattach itself from that company. Contracts were let

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to Wright & Sweeney for the tunnel and when the concern was on the point of failure George Milton Savage, D. I. Cornell, E. R. Nichols and J. E. Bonnell offered to take up the work "for the honor of Tacoma." It was indeed a public spirited act. They expected to make nothing; they hoped not to lose. But in fact they lost about $16,000 each, and they gave a dinner to their friends one evening at the Commercial Club to celebrate the completion of their work and the losses they had footed without a whimper! Savage had been prominent in the discussion of the power plant project from the first and it was he more than any other who saved the city from building a $2,000,000 steam plant with a product of only about 6,000 horsepower.

The power plant was built without "graft." Much blunder- decided to dismiss the expert, Kelsey, and proceed with the building was predicted when Nicholas Lawson and Mayor Fawcett ing with the city's own forces. But there was, as a fact, little blundering. Kelsey might have prevented, had he been on the work, the purchase later on of more machinery than was needed in the powerhouse where the city commissioners installed four great generators, not all of which were needed. However Lawson was depending upon the reports that storage facilities that would supply enough water for the machines could be provided. Later investigation showed this to be a futile hope. It has been estimated that not more than $200,000 was wasted on the power plant enterprise, which was not an extravagant figure, when compared with other municipal work and with some private enterprises of the same magnitude. The plant's capacity for practical purposes is about 12,000 horsepower, though when the water is strong its production is much more.

The plant has been a good investment. Its returns to the city have been ample to pay the bonds and provide a replacement fund. It has served as a competitive force to keep electric rates low, and has enabled the city to sell to consumers at fair rate. The cost of the plant was $2,354,984.35, and it was completed May 8, 1912.

Several possible supplies of water had been suggested in the years past. Mashel River, the lakes, Greenwater River, Chenuis Creek and other small streams in the foot hills, and the Green

River. Green River was chosen in the face of objections that pollution was possible from the numerous trains on the Northern Pacific Railroad, which runs through the Green River Canyon. Friends of the well system brought up the possibilities presented by cheap power from the city plant for pumping. Councilman Jamieson hammered away at this for months. But the shortage of water for sprinkling and the promise of all the water that could be used if the gravity system were built, persuaded the public in favor of the Green River gravity system. A. V. Fawcett scarcely had taken his seat in the mayor's office when blundering began. He and Commissioner Lawson hastened off to the Green River, desirous for work to begin instantly, and they paid $1,000 for a handful of land for the headworks. This actually was in violation of the charter, but they put it through. Later in condemnation proceedings City Attorney Stiles procured a larger amount of land joining what the mayor had bought, for $7.30. One bungle after another followed. Reckless haste seemed to characterize every step. The contractors were driven into the wilds to push contracts in the rainy season and great damage resulted. Though a horde of inspectors covered the work much of it was careless or worse. In one place a lot of railroad ties and gravel were taken out of the completed pipe. There was trouble at river crossings, where the city desired tunnels instead of aqueducts. Finally, May 8, 1913, the great task was completed at a cost of $2,537,000. The watershed was cleaned up and put under careful guardianship. A small purifying plant was established and Tacoma now has an abundance of water as pure as that of any city on the globe. Suits by contractors for "extras" followed. Peter McHugh sued for $134,000 and won a verdict of $42,500. The council had offered to pay him $38,000. The International Contract Company sued for $34,000 and won a verdict for $1,041. George P. Wright sued for $156,000 and won a verdict for $95,000. This case is now in the Supreme Court. Hans Pedersen sued for $33,813.65 and lost. In the fighting of these cases City Attorney Stiles earned the praise of the community, and Special Engineer Arvid Rydstrom's work was of great value.

In the course of a very few years the city will have to rebuild

THE OLD VILLARD HOUSE SLEIGH

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the pipe line at heavy cost. It is confronted now with the task of enlarging its distributing system, if the present water waste is to continue and to be enlarged as the public seems to wish. For Tacoma is using more water per capita than any other city in the world. The 40,000,000 gallons being brought from Green River will not be sufficient for many years if the extravagance in its use continues to grow.

There has been wide criticism of the public choice of Green River as its source of supply, and of the blundering in the building of it, but it has proved and will prove a good investment. The water is superior in quality to that obtained from the wells, and in quantity there is no comparison. The operation of wells on a large scale undoubtedly would have continued to be a source of uneasiness, dishonesty and political machinations. The fewer men a city can employ, the less the political chicanery.

CHAPTER LXXXIX

1914—ADOPTION OF PROHIBITION MEASURE—ITS EFFECTS—VIRGES ASKS FOR AMENDMENT—DEATH OF THOMAS PROSCH AND OTHERS IN AUTOMOBILE ACCIDENT—ABANDONMENT OF OLD STEILACOOM LINE—"PURD'S" PICTURESQUE CAREER.

The prohibition vote November 3, 1914, in Pierce County, was: For, 16,249; against, 19,131. The election was preceded by a bitter contest in which those opposed to the prohibition measure used the argument that it destroyed home breweries while permitting those in other states to ship their wares into this state; that it was not in reality a true prohibition measure; that the loss to the state of brewery property and the moneys they brought in by their trade with foreign countries were important in the state's commercial life; that the consumption of "hard" liquors would be increased dangerously; that prohibition would destroy the value of much rental property; that the loss of $83,000 a year to the city treasury would cripple the municipal government. For some months before the law took effect, January 1, 1916, a severe depression due to a dull lumber market prevailed, several saloons failed and a number of others were on the borderland of bankruptcy. Conditions were such that the enforcement of the law scarcely was noticed. The eighty-three saloons sold out their stocks completely and some of them were obliged to hasten in new stocks to meet the demand. It is too soon to discuss the economic results. The jails have been almost empty and the police have much less to do than formerly. In a recent three weeks the city jailer who has a contract to feed prisoners at 8 cents the meal found his total revenues averaging only 32 cents a day!

There have been serious cases of bootlegging, and vicious

C. H. PURDY

Oldest street railway employe, in point of continuous service, in Tacoma

liquors have been dispensed. Many of the saloons have become restaurants and soft drink establishments at lower rentals than they paid before. In the further readjustment many of these will cease business. Some of the merchants have reported better collections and better business by reason of the law; others have complained.

William Virges has prepared an initiative measure to be submitted at the next election which, if adopted, will permit breweries to operate under certain restrictions, and in such esteem is he held in city and state as a public spirited, kindly and helpful citizen, that his appeal has gained a wide hearing.

March 31, 1915, Thomas W. Prosch and his wife Virginia McCarver Prosch, daughter of General McCarver and Mrs. Harriet Foster Beecher, daughter-in-law of Henry Ward Beecher, and Miss Margaret Lenore Denny, daughter of A. A. Denny, the founder of Seattle, were killed when their automobile skidded near Allentown, and plunged into the Duwamish River. Mr. Prosch had been to Tacoma to place in the State Historical Society some valuable relics. Mr. Prosch, as has been told elsewhere, founded the first newspaper in Tacoma in 1874. He had married Miss McCarver in 1877. In 1879 Mr. Prosch bought the Intelligencer of Seattle which two years later was merged with the Post and the paper became the Post-Intelligencer. He had served as postmaster of Seattle under President Grant. In his later years he devoted most of his time to historical research and writing, and Tacoma and the state owe much to him on this account. His father was Charles Prosch who established one of the first newspapers in Steilacoom.

In July, 1916, the line which T. O. Abbott and G. W. Thompson built to Steilacoom was abandoned. It had lost $17 a day from the time it began operating. The great building operations which its promoters expected would follow its tortuous course, never materialized. Its fine scenic attractions after reaching the canyon of Chambers Creek gave the line considerable popularity but not enough for its financial well being. Simultaneously with its abandonment the Tacoma Railway & Power Company extended its line from Fort Steilacoom to the Town of Steilacoom, giving a much better service. The rails of the old line were

removed, to be used in the extension of a line to Lemon's Beach and to carry the Pacific Avenue line further southward. The change in the route to Steilacoom freshened the public's recollection of "Purd," one of the conductors.

Charles H. Purdy entered the employment of the Tacoma Railway & Motor Company April 20, 1890. He is still on the payroll and is probably more widely known than any other street car conductor in the West. For a dozen years he has been on the old Steilacoom line. Purdy has worked under ten general managers and thirty superintendents. Of the 50,000 men who have had employment with the company he is the oldest survivor. He has served as conductor, motorman, inspector and trainmaster, and for nearly seven years he was superintendent of the lines. He never has been discharged nor demoted. His reductions in rank have been of his own choosing. He has been through three strikes, has traveled about one million fine hundred thousand miles and has collected between three and four million fares. He has seen the company in funds and out. In the panic of the '90s he saw one car stripped in order that another might be repaired. For fourteen months he worked for 10 cents an hour for fourteen hours a day, and took his pay in car tickets. These he sold to his passengers on the Point Defiance line and often had to extend credit. It was not unusual for a passenger to say: "Here's $2 I owe you for tickets, and I want more but I don't know when I can pay you." He never lost any of these numerous accounts though some were a long time being paid. On the Steilacoom line his car has killed about a dozen deer and a bear once pursued his motorman. The company once sent him East on a vacation that cost $650 and afterward ordered him to Hot Springs for his health and paid the bill. Purdy is known as "Purd" to a great number of people. His fidelity, good nature, accommodating spirit and humor have won him a place in the community's heart.

CHAPTER XC

TACOMA'S OCEAN COMMERCE—THE PACAFIC ALASKA NAVIGATION COMPANY AND THE "ADMIRAL LINE"—WRECK OF THE SAMPSON—THE MARU LINE AND ITS HEAVY BUSINESS—NIPPON YUSEN KAISHA LINE—WAR HAMPERS SHIPPING—ENORMOUS DOCK SPACE—WATER BUSINESS TOTALS—THE OLD FLYER—WELL KNOWN WATERFRONT MEN.

Wherever a towboat goes out to meet a ship, wherever a steamer drops her anchor or comes alongside the dock; no matter in what clime or the language, Tacoma is known as a port. Ask any underwriter at Lloyd's, London, and he will tell of Tacoma, offhand. Ask the coolie dockhand in Shanghai, the Chilean on the west coast, the roustabout in Hamburg.

Tacoma's ocean commerce is with the Orient, Australia, Europe, the west coast of South America, the east coast of the United States, the Pacific Coast, Hawaiian Islands, Alaska and the Philippines. Her principal exports are lumber, wheat, flour and manufactured products from the East that are shipped overland. During the European war large quantities of munitions were shipped from Tacoma to Vladivostok, one steamer, the Honolulan, under charter to H. F. Ostrander, taking a cargo valued at more than $13,000,000.

A company that is of much interest to Tacomans is the Pacific Alaska Navigation Company, with head offices in this city. September 27, 1905, the Alaska Pacific Steamship Company was formed by Capt. E. E. Caine, of Seattle, and the steamers Watson and Buckman were brought to Puget Sound from the Great Lakes. August 1, 1907, the Alaska Pacific Steamship Company was bought by Tacoma capitalists, including Chester Thorne, William Jones, S. A. Perkins, H. F. Alexander, C. W. Griggs Investment Company, R. E. Anderson, John S. Baker,

C. D. Danaher, Pacific Box Company, August Von Boecklin, Pacific Brewing and Malting Company, McCabe & Hamilton, Roscoe Howard, D. W. Evans, E. P. Cameron, H. H. Tabor, T. S. Burley, Henry Hewitt, Jr., Tacoma Tug & Barge Company, Frank L. Hale and Louis W. Pratt. Mr. Alexander obtained control of the Alaska Coast Company in October, 1907. The Pacific Alaska Navigation Company was organized October 7, 1911, as the holding company for the Alaska Pacific and Pacific Coast companies, and on January 1, 1916, it became the operating company, the other two companies existing in name only. The officers of the Pacific Alaska Navigation Company are: H. F. Alexander of Tacoma, president; T. B. Wilcox of Portland, first vice president; S. A. Perkins, second vice president; E. B. Rogers, United States Navy, retired, secretary, and William Jones, treasurer, all of Tacoma. The company is capitalized at $3,500,000. The fleet is valued at $2,872,097.

The vessels of the Pacific Alaska Navigation Company are the Admiral Watson, Admiral Evans, Admiral Farragut, Admiral Dewey, Admiral Schley, Admiral Goodrich, Admiral Clark and Admiral Sebree. The line is known as the "Admiral line." It operates between Puget Sound and San Francisco, and Puget Sound and Alaska.

September 1, 1916, the Pacific Alaska Navigation Company took over the management of the fast passenger steamers, Yale and Harvard, between San Francisco, Los Angeles and San Diego, giving through connections between Alaska, Puget Sound and Southern California points.

The steamer Admiral Sampson, of the Pacific Alaska Navigation Company, went down off Point No Point, August 28, 1914, on her way from Puget Sound to Alaska with the loss of seven lives. The fleet of the old Alaska Coast Company—the Yukon, Jeanie, Bertha and Portland, all historic vessels in the early Alaska days—is beneath the waves. The Kentucky, of the Alaska Coast Company, was wrecked on the Atlantic Coast on the way to Puget Sound shortly after being bought by the Alaska Coast Company.

H. F. Alexander, president of the Pacific Alaska Navigation Company, is one of the youngest steamship presidents in

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the country. He began as a longshoreman on the Tacoma docks, worked as a clerk, advancing step by step, but rapidly. He is a genial host and scarcely a man of importance comes to Tacoma who does not know him.

From "Admiral" to "Maru" is an easy step in the imagination of Tacomans, for if "Admiral" means a Tacoma steamship line, "Maru" stands for a foreign steamship company that does so much business here that it is regarded as our own. Reference is made to the Osaka Shosen Kaisha, the Japanese steamship line, operating between Tacoma, Puget Sound ports and the Orient in connection with the Chicago, Milwuakee & St. Paul Railway. The Osaka Shosen Kaisha began its service July 3, 1909, with the departure from Hongkong of the first vessel, the Tacoma Maru. Freight service was instituted by the Puget Sound extension of the Milwaukee road, July 1, 1909.

The regular fleet of the Osaka Shosen Kaisha includes the Tacoma Maru, Chicago Maru, Canada Maru, Panama Maru, Mexico Maru, Manila Maru and Hawaii Maru. The Manila Maru arrived in Tacoma September 1, 1915, on her maiden voyage, and the Hawaii Maru, November 1, 1915. The Seattle Maru, one of the first vessels of the line, was withdrawn from the Tacoma Oriental run in 1915 and was placed in service between San Francisco and the Orient. In 1916 the Oriental business of the Osaka Shosen Kaisha became so great that it was found necessary to charter several extra vessels.

The vessels of the Nippon Yusen Kaisha, a rival of the Osaka Shosen Kaisha, make regular calls at Tacoma, loading at the Milwaukee docks. The Blue Funnel line, Dodwell & Company, also sends its steamers to Tacoma for cargo for the Orient and England.

The Pacific Coast Steamship Company, a powerful shipping concern, operates between Tacoma, Puget Sound, San Franciso and Southern California. The Alaska Steamship Company operates freight steamers between Tacoma and Alaska. The principal cargo brought to Tacoma by these vessels is copper ore for the Tacoma Smelter.

Before the European war Tacoma was a regular port of call of the American-Hawaiian Steamship Company to the

Hawaiian Islands; the Harrison Line, to Europe; German Kosmos Line, to Europe by way of the west coast of South America; Matson Navigation Company, Hawaiian Islands; Royal Mail Steam Packet Company, Europe; Hamburg American Steamship Company, the Orient. These companies have withdrawn from the Pacific Coast trade, but they will resume with the war's close.

Unheralded and unsung, except when they get into trouble, tramp steamers and sailing vessels play an important part in the ocean business of Tacoma. The combined length of Tacoma's docks is 8,840 feet; floor space of the general cargo docks is 1,049,900 square feet. In addition there are the docks of the Sperry Flour Company, the Tacoma Grain Company, the Puget Sound Flouring Mills Company, waterfront mills and the Tacoma Smelting Company.

The Northern Pacific owns practically the entire waterfront on the west side from Point Defiance to the head of the bay. The combined length of the Northern Pacific docks is 5,840 feet. The Chicago, Milwaukee & St. Paul Railway has 1,500 feet of dock space constructed and is building 1,000 feet more. It has also a 500-foot elevator. The Union Pacific system recently built a 500-foot dock on its property on the middle waterway, and is building a large dock for the Glacier Fish Company.

Tacoma's total water business in 1915 (foreign, coastwise and Sound) amounted to $93,774,049—imports, $46,307,642, and exports, $47,466,407. Tacoma's total water business in 1914 was $62,978,425—exports, $28,347,728; imports, $34,630,697.

Babare Brothers of Old Tacoma have built scores of fishing boats and have enlarged their plant. They are building a five-masted wooden lumber schooner. The Seaborn Shipyards Company, recently organized, is building two large schooners on the city waterway. A fleet of sixty fishing vessels operates out of Tacoma.

After twenty years' service between Tacoma and Seattle, the famous steamer Flyer, which is known by tourists all over the world, is now used as an extra boat by the Puget Sound Navigation Company. The Flyer was built in Portland early in 1892, going on the run between Tacoma and Seattle for the Col-

CHARLES B. FOSTER

Dean of railroad men. He has been with the Northern Pacific in Tacoma as city passenger agent for eighteen years

umbia River & Puget Sound Navigation Company. In 1912 she was bought by the Puget Sound Navigation Company. She is a wooden steamer, of narrow build and is one of the fastest vessels anywhere. For years the clocks between Tacoma and Seattle were regulated by her passing. Early placards advertising the Flyer were adorned with the picture of a fly, the motto being: "Fly on the Flyer." Later the fly was replaced by a seagull. When the Indianapolis and Tacoma were placed on the run the Flyer was superannuated.

No one can stay long on the Tacoma waterfront without knowing Capt. W. Frank Andrews, manager of the Washington Stevedoring Company; Andrew Foss, president of the Foss Launch Company; F. H. Marvin, manager of the Olympia & Tacoma Navigation Company; Robert McCullough, generally known as "Bob," manager of the Tacoma Tug & Barge Company; Capt. O. G. Olson, president of the Tacoma Tugboat Company, and R. H. Buddy, manager of Rothschild & Company. These men have made shipping in one form or another their life work. Captain Andrews gave up the command of a British sailing ship to make Tacoma his home. The others have known Tacoma since she was an infant. Capt. T. S. Burley, former Blue Funnel pilot and partner of Mr. McCullough, is now a mining man in Oregon.

CHAPTER XCI

HOW THE COMMERCIAL CLUB CAME INTO BEING—O. F. COSPER'S IDEA—ITS FIRST OFFICERS—CHAMBER OF COMMERCE COMES IN—APPLEBY AND WALKER PUSH BUILDING IDEA—T. H. MARTIN EMPLOYED—SETS OUT SEVEN CARDINAL IDEAS—LOVE LEADS MONEY CAMPAIGN—$50,000 PUBLICITY FUND RAISED—HYLEBOS CREEK WATERWAY—HELPING THE BELGIANS—STONE LEADS REORGANIZATION MOVEMENT—RACE-TO-THE-MOUNTAIN FILM—DR. E. C. WHEELER'S ELECTION—MEN WHO HAVE BEEN ACTIVE—A SUMMARY OF ACHIEVEMENTS—FINIS.

O. F. Cosper was the originator of the present Commercial Club. He was connected with the Credit Bureau, which in the summer of 1907 conducted a trade excursion to Southwestern Washington. A day or so after the return of the party he heard George Scofield remark that of the whole number of men who made the journey he knew but five. The need of an organization where men could become acquainted impressed itself upon Cosper and at once he presented his commercial club idea to John T. Bibb, president of the Credit Bureau. Bibb approved it. Then Cosper carried it to S. A. Perkins, who enthusiastically advised him to proceed. George S. Long, J. T. Armstrong and Frank Blattner gave him additional encouragement and Cosper then proceeded to sign members to a tentative organization. He and Bibb resolved not to call a meeting until 100 had been signed. This they afterward raised to 150 and finally to 250, and they procured 271 signatures. The first meeting was held in the Tacoma Hotel, October 29, 1907. Several conferences were held after that and a meeting in the Temple of Music, in the D. S. Johnston Building, January 7, 1908, adopted by-laws. Forty-five thousand dollars was subscribed and the total expense

of doing it, including printing, etc., was $41. Cosper became the secretary. The organization took the second floor of the Chickering Block, on Broadway. The first board of trustees was named December 20, 1907, to serve until the third Monday in January, 1908. They were S. M. Jackson, E. F. Messinger, C. H. Hyde, Alexander Baillie, John Bagley, S. A. Perkins, Fred S. Fogg, George M. Hellar, E. J. McNeeley, A. U. Mills, W. R. Nichols, Ernest Lister, J. S. Menefee, John T. Bibb and F. S. Blattner. At the January election the following officers were chosen:

President, John T. Bibb; first vice president, Ernest Lister; second vice president, Henry A. Rhodes; treasurer, Stephen Appleby; secretary, O. F. Cosper; trustees, Overton G. Ellis, S. A. Perkins, E. J. McNeeley, C. H. Hyde, George Scofield, W. R. Nichols, E. F. Messinger, John Bagley, J. S. Menefee, D. I. Cornell, George S. Long, George H. Tarbell, C. H. Grinnell, Marshall K. Snell and James H. Dege.

The old Chamber of Commerce, which long had had its quarters in the Chamber of Commerce Building at Broadway and Ninth Street, felt that the new organization would destroy it, which it eventually did. The time had come for the older organization to die. It had lived many years longer than such organizations usually survive. It had done, and was doing excellent work, though condemned, as is the custom, by a large number of persons who were not members of it and not helping it. George B. Burke was at the head of it and he gave generously of his time to its work. Around him were a handful of loyal and energetic men. The secretaries of the organization in recent years, Jos. S. Whitehouse, Louis W. Pratt and A. L. Sommers, had done noteworthy work. But the public desired something new, and the Commercial Club gained instant popularity. Among the first efforts made by the officers was to bring the old organization into the new. President Bibb gave much time to this and to the intricate task of smoothing out the difficulties arising in the new body. There was much other work to be done. The city was considering the construction of a power plant and a water plant. Railroad and waterfront facilities were before the people. All were discussed again and again in the ample club rooms and

Mr. Bibb left office after two terms with the organization virile and growing. Henry Rhodes, the next president, ably continued the work. He lent his help to the consolidation idea which he was in a good position to handle as he had been one of the men who had stood faithfully by the old organization. But the consolidation was not brought about until the administration of D. I. Cornell, "smiling Dan," they called him—and no finer citizen has adorned the townsite.

All the time there had been discussed the question of constructing a building for the club. Stephen Appleby and Robert E. Walker were the leading spirits in that enterprise. In a little while the lots at A and Eleventh streets were bought for $50,000. An arrangement was made with the Weyerhaeuser Timber Company—the headquarters of which, by the way, Robert L. McCormick had saved to Tacoma two or three times—to join with the club in the building plan. The building was completed in 1912, the club's share of the cost being $217,000. The furnishings cost $30,000.

Meantime there had grown a demand for a first-class publicist, acquainted with city-building plans, industrial development, and after many conferences A. E. Grafton was sent East to find the man. He searched well, and finally decided upon T. H. Martin, who for years had been a power in Atlanta and Georgia affairs. He had written a history of Atlanta, had managed her fairs, had put on its feet a mammoth music festival plan, and in other ways had gained much more than state wide fame. His profession was that of a consulting engineer and as such he had built perhaps the largest sawmills in the South. The leading men of the Tacoma Club quickly learned that no mistake had been made in employing Martin who, a genius in planning and organization, quickly set the club in the direction of definite constructive work. He came in 1911 and had been here but a short time until he advised the trustees to lay down seven cardinal ideas upon which work should be carried on without ceasing. These were:

A commercial waterway.

A tideflats car service.

A steamer service to Vancouver and Victoria.

Automobile service to Rainier National Park and the rapid development of that park.

An industrial hatchery.

The creation of a community credit plan on the lines of the Williamsport plan.

The collection of an adequate publicity fund.

This program was adopted and year after year the officers and Secretary Martin worked away on it.

Charles H. Hyde's administration was notable for beneficial trade excursions and important conventions, the removal of the club from the old to the new building and the lifting of its $60,000 building debt under a committee led by A. V. Love. Love, at a meeting held in consideration of this debt, disposed of all complaints that the business men were being asked to put up too much money, with the quaint remark: "I learned long ago, gentlemen, that the way to get more milk out of a cow is to keep her milked dry!" Love's leadership was remarkably successful but it almost cost him his life. A very important work was the organization, upon Martin's suggestion, of what is known as the Intercity Committee which by disposing of some of the jealousies between Tacoma and Seattle made possible united action in demanding appropriations for mountain development, and the largest appropriation since Congressman Cushman's time was obtained. These appropriations have been made regularly since. The Hyde administration also led the coast in the movement for military preparedness, a work in which Stephen Appleby and Franklin Fogg are now the local leaders.

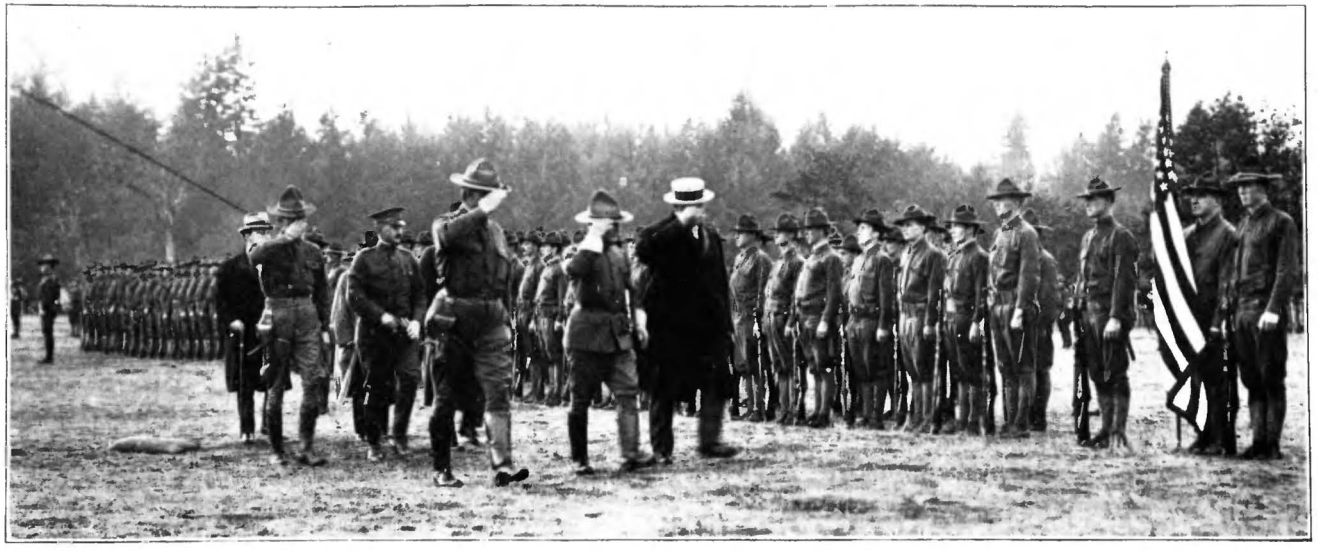
August 11, 1911, the publicity fund, with the $5,000 donation made by the club itself, reached $52,880.85. This fund was placed in the hands of the Advisory Committee of the organization which had been appointed by President Cornell. The members of this committee were Chester Thorne, Henry Rhodes, William Virges, Everett G. Griggs, Charles H. Hyde and George S. Long. This committee put out in an effective way nearly four hundred thousand pieces of literature upon plans suggested by Martin, and won the plaudits of sister organizations everywhere. Among the publications sent out were 2,000 copies of John H. Williams' book, "The Mountain That Was God." These were

placed in the rooms of commercial organizations and clubs all over the country. Thousands of responses came from this campaign of publicity. Mountain travel and other indications point to the fact that the returns are coming in.

President Scofield's annual report in January, 1914, made a showing of further progress. His administration was confronted with the task of raising $60,000 more to be applied to the building. Further important work was done toward bringing an army post to American Lake—an enterprise in which William Jones long has been a moving spirit. An important trade excursion to Southwestern Washington cities served further to cement the friendly feeling toward Tacoma in that section. On that trip George H. Stone made a speech in Raymond on business integrity and efficiency that is still talked of there and here. Three members of the cabinet were entertained—Hon. Franklin K. Lane, Hon. Josephus Daniels and Hon. Lindley M. Garrison; also Maj. Gen. Leonard Wood, chief of staff, and other important military leaders. The need of an assistant secretary brought into the work of the club Irving W. Ziegaus, keen and indefatigable. He resigned in 1913 to become secretary to Gov. Ernest Lister.

In the administration of George Milton Savage the Taxpayers' Association, with William H. Snell as chairman, was formed. The Washington Boys' and Girls' Agricultural and Industrial Contest was conducted in the armory, under the club's auspices and it awarded about three thousand dollars in prizes. This attracted more than state-wide attention. The organization of a committee with Joshua Peirce as chairman to check and revise property valuations, performed one of the most valuable services in years. Assessor C. A. Cook cooperated with the committee heartily. And at last the arrangements were completed for the tideflats car service, an account of which appears elsewhere.

President Savage was able to announce, too, in his semi-annual report September 17, 1914, the successful outcome after many months of hard work, of arrangements for the construction of the first unit of the great commercial waterway project. In D. I. Cornell's administration Virgil Bogue, the eminent engineer, had been employed by the club on Secretary Martin's suggestion, to make a complete survey, with recommendations



REVIEWING THE BUSINESS MEN'S MILITARY INSTRUCTION CAMP AT AMERICAN LAKE IN AUGUST, 1915

From right to left, in the foreground: Former President Taft, Col. R. H. Wilson, Capt. A. P. S. Hyde, Adjt. Gen. Maurice Thompson, Lieut. Harry Ingles. In the rear of the party is Representative Albert Johnson with Republican National Committeeman S. A. Perkins, who is only partly shown behind General Thompson.

covering the development of the Tacoma waterfront. The club paid about five thousand dollars for this valuable survey. Attempts were made to establish a port commission, and elections were held. The public rejected the plan. Savage determinedly stood by his guns in spite of bitter attacks. At length he procured from Gen. James M. Ashton the gift of a right of way through his Hylebos Creek property—a gift embracing about forty acres and worth perhaps one hundred thousand dollars. This made the waterway achievement possible. It will add to Tacoma's factory and shipping facilities five miles of waterfront, with ample depth for deep-sea vessels. In all the work in connection with the waterway development W. A. Whitman has been one of the most diligent guardians.

Important publicity work had been done—the distribution of "the Tacoma book," a beautiful publication issued with the pecuniary assistance of the Oregon-Washington Railroad Company, was an achievement. Each copy was accompanied by a personal letter. The club received 12,000 letters in reply, and one day they were strung out along Pacific Avenue on a wire—a fluttering evidence many rods in length of the adage that advertising pays.

An important duty in 1914 was the collection of food supplies for the suffering Belgians, the committeemen being Herbert Hunt, John Schlarb and J. H. Holme. This committee developed a plan at once so simple and effective that Seattle and other cities adopted it. Tacoma gathered $11,481.70 worth of foods and shipped them on the steamer Washington which was sent by the Relief Committee in New York, and that committee bought with its funds a large cargo of flour from Tacoma mills. Year after year the club has given support to the Transportation Bureau, of which Jay W. McCune, studious and diligent, is secretary. It has been of very material service in protecting Tacoma's mercantile interests in the matter of freight charges.

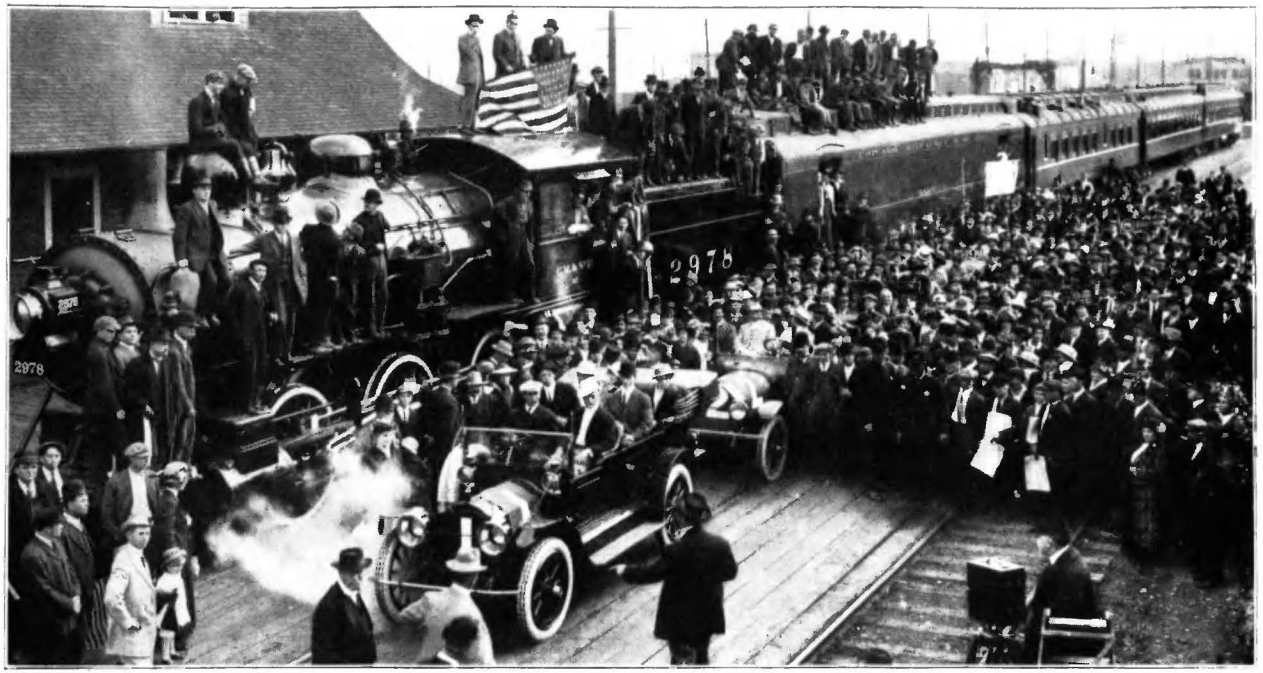
George H. Stone took the reins of the organization when it was distinctly on the down grade in the public esteem, but not in the vigor of its good intention nor its real capacity to perform. In the lives of all commercial bodies that have a semblance of democratic management there come periods of dissension, largely due to needless misunderstandings, and the Tacoma body had

reached that point. Upon Secretary Martin had been loaded the blame for the alleged errors of the trustees, the advisory board and even of the membership itself. Four boards of trustees had elected and reelected him, practically by a unanimous vote, year after year, and the board of 1915 still had faith in his abilities and deep friendship for him, as had most of the leading men in the organization, but they all realized that a reorganization would have to be made. None realized it more than Martin, and repeatedly he had tendered his resignation to the board with advice that an entirely new order of things would have to be established.

In the midst of such difficulties, Martin originated and carried to success the race-to-the-mountain moving picture film, one of the most profitable publicity achievements any city ever knew. The film was shown to thousands of persons at the Panama Pacific Exposition. It represented a train racing with automobiles to Ashford, and its thrills carried conviction.

President Stone energetically took up the reorganization plan, became its leader, and after it had been well considered, appointed a committee of which Maj. Everett G. Griggs was the head, to carry out the program. H. Van R. Chase, a professional organizer of commercial bodies, was brought on to direct the work, and his intensive plans were carried out by a number of committees, resulting in obtaining a membership of 2,500 and an annual income for three years of $60,000 per annum. Dr. Ernest C. Wheeler, who had been very active as vice president of the old organization, was recognized long before the elections as the probable president of the new one, Mr. Stone having declined to stand for reelection. Giles Smith acted as secretary until A. L. Sommers could come from Sheboygan, Wis., where he had made a great success. Doctor Wheeler's leadership has been straightforward and vigorous.

Some of the men who, through the Commercial Club, have labored with earnestness in the community's behalf are Fred C. Brewer, F. C. Gault, W. H. Pringle, A. G. Prichard, E. R. York, William Ferguson, Robert M. Davis, Meyer Jacob, W. A. Whitman, Edward Miller, Leo H. Long, Harry B. Opie, W. Carr Morrow, E. J. Walsh, William Carruthers, Dr. F. J.



STARTING "THE RACE TO THE MOUNTAIN" BETWEEN AUTOMOBILES AND A TRAIN, IN 1915

T. H. Martin conceived this plan of advertising the mountain. Moving pictures were made and shown to thousands at the Panama-Pacific Exposition, and they attracted much attention among senators and representatives in Washington City last winter when Mr. Martin showed them there.

Schug, Frank E. Jeffries, J. Harry Weer, A. H. Bassett, D. H. Rowan, E. B. King, H. J. Schwinn, John Hartman, City Attorney U. E. Harmon, C. M. Riddell, Elmer M. Hayden, John Rea, J. A. Pleasants, R. R. Mattison, Ernest Dolge, J. G. Newbegin, A. M. Ingersoll, E. J. McNeeley, S. R. Balkwill, S. A. Perkins, J. L. Carman, D. D. A. Outcalt, W. H. Miller, H. E. O'Neal, Theophil Feist, George D. Dunn, E. L. Hiberly, Orville Billings, Maurice Langhorne, Frank S. Baker, William Virges, Elliott Kelly, F. L. Denman, S. A. Nourse, Dr. H. J. Whitacer, G. H. Raleigh, William C. Albee, Capt. W. Frank Andrews, L. L. Doud, Ralph B. Smith, E. B. Judson, A. H. Barnhisel, Thomas Carstens, B. E. Buckmaster, M. J. Buren, M. G. A. DuBuisson, Dr. W. G. Cameron, George E. Cleveland, R. F. Laffoon, Guy K. Llewellyn, Dr. L. L. Love, Senator Ralph Metcalf, Dr. E. A. Rich, W. F. Stillson, Jesse O. Thomas, Dr. C. Stuart Wilson, C. C. Doud, George W. Rounds, Louis H. Bean, ex-Gov. E. P. Savage, W. W. Seymour, W. R. Rust, Walter J. Thompson, Frederick Beebe, Chester Thorne, Charles Richardson, the silver haired, whose keen shafts, brilliant oratory and radiant geniality have inspired many an audience of Tacoma business men, and George S. Long, the wise.

Of those achievements at which the organization aimed two remain unattained. The waterway is a reality. Chester Thorne, who at the election for waterway commission was honored with a unanimous vote, all of the sixty-six persons in the district voting for him; John Buffelen and I. N. Hague were placed in charge of the waterway work. George Taylor later was chosen to succeed Mr. Hague. Condemnations have been concluded. Contracts have been let. The waterway is a certainty. The tideflats car line is built and in March, 1916, began to pay its own way. The steamer service to British Columbia ports was established. Excellent automobile service to the National Park is now given and the development of park accommodations under the direction of a company composed of Chester Thorne, E. G. Griggs, William Jones, T. H. Martin and E. C. Cornell of Tacoma and Joseph Blethen and C. D. Stimson of Seattle, and directed by T. H. Martin, is under way. The publicity fund has been collected and wisely expended. There remains the indus-

trial hatchery and the creation of an industrial credit fund on the Williamsport plan—both of them essential in the forwarding of the city's industrial growth, and both of them certain to be brought about, as the reorganized club properly finds itself. The institution has reason to be proud of what it has done; equally proud of the opportunities it has for further work.

* * *

The city has made excellent progress along substantial lines. Its feet are upon solid rock. It offers to shipping and to manufacturing unusual advantages which must carry it to attainments scarcely dreamed of. Its banks are ably managed. It is blessed with a school system of which any city would be proud. It is attaining a handsome church architecture and an able ministry. Its business section constantly is improving the substantiability and ornateness of its blocks. Already noted as a city of comely homes, the building and beautifying of them grows each year to be a stronger characteristic. Tacoma is gaining in moral strength—no longer does it show the fang of a reckless frontier life. In music and art its progress is marked. The loveliness of its parks bespeaks a pride in dismissing the slovenliness of the bare places and in conserving the beauties wrought by nature. Again and again the community has spoken out of its ballot boxes for cleanliness and decency and orderly procedure. Its business men have given and given again and again with a generosity that reaches the heroic in order that certain community essentials may develop. Equally magnanimous they have been when the cry of want is heard from out of the drear places. Our tendency is toward a sounder democracy, which shall blossom into a glorious reality as we know each other better. Let us say with the Apostle Paul, proud and unafraid:

"I am a citizen of no mean city!"

KNIGHTS OF PYTHIAS AT ALTA VISTA, PARADISE VALLEY, MOUNT TACOMA, CONFERRING THE RANK OF KNIGHT UPON GOVERNOR ERNEST LISTER AND A CLASS OF TWENTY-SIX IN A CEREMONY AT SUNRISE, AUGUST 11, 1916. ALTA VISTA IS MORE THAN 6,000 FEET ABOVE SEA LEVEL.

STATISTICS

AS TO CITY ELECTIONS FROM 1874 TO 1905 INCLUSIVE

OLD TACOMA

On petition the county commissioners ordered an election to be held in the City of Tacoma Monday, June 8, 1874, for the election of five trustees. The following received a majority of all the votes cast at said election, viz.: Job Carr, A. Walters, J. W. Chambers, A. C. Campbell and S. C. Howes.

The board organized June 9, 1874, and elected Job Carr president and W. H. McCain clerk. S. C. Howes declined to qualify as a trustee, by reason of not being a citizen of the United States. June 13, 1874, L. Diller was appointed marshal, and George E. Atkinson treasurer. June 15, 1874, J. R. Ralston was elected trustee, vice S. C. Howes, not qualified. June 24, 1874, W. H. McCain was appointed city assessor. October 26, 1874, A. A. Wentworth was appointed marshal, vice L. Diller, resigned.

At the annual election held May 3, 1875, J. R. Ralston, A. Walters, S. C. Howes, A. J. Whipple and J. W. Chambers were elected trustees. On the 15th of May the board organized and elected A. Walters, president; Charles Prosch, clerk, and George E. Atkinson, treasurer. May 22, 1875, J. H. Smith was elected trustee, vice J. R. Ralston, resigned. J. R. Ralston was elected marshal, and D. B. Hannah appointed recorder.

At the annual election held May 8, 1876, A. Walters, J. W. Chambers, A. J. Whipple, S. C. Howes and J. W. Ackerson were elected trustees. The board organized May 10, 1876, and elected August Walters, president; H. B. Crummer, clerk; J. R. Ralston, marshal; George E. Atkinson, treasurer, and D. B. Hannah, recorder. January 5, 1877, Job Carr was appointed committing magistrate, vice D. B. Hannah, removed.

At the annual election held May 7, 1877, J. W. Ackerson, D. B. Hannah, August Walters, J. W. Bowers and H. Ramsdell were elected trustees. The board organized May 17, 1877, and elected A. Walters, president; H. B. Crummer, clerk; H. D. Montgomery, marshal; George E. Atkinson, treasurer, and Job Carr, judicial officer. October 4, 1877, A. M. Adams was elected clerk, vice H. B. Crummer, resigned. January 7, 1878, Howard Carr was elected marshall, vice H. D. Montgomery, resigned.

At the annual election held May 6, 1878, A. Walters, D. B. Hannah, J. W. Bowers, J. H. Ramsdell and J. W. Ackerson were elected trustees. The 13th of May the board organized and elected A. Walters, president; A. M. Adams, clerk; Howard Carr, marshal, George E. Atkinson, treasurer, and Job Carr, committing magistrate. July 13, 1878, N. Costley was elected clerk, vice A. M. Adams, resigned.

At the annual election held May 5, 1879, F. W. Sullivan, A. J. Whipple, J. W. Bowers, J. H. Ramsdell and R. Meath were elected trustees. On the 14th of May, 1879, the board organized and elected A. J. Whipple, president; N. Costley, clerk; George E. Atkinson, treasurer, and Howard Carr, marshal. June 2, 1879, S. C. Howes was elected city recorder.

At the annual election held May 3, 1880, F. W. Sullivan, A. J. Babcock, Ira Bradish, H. Carr, and J. H. Ramsdell were elected trustees. On the 11th of May, 1880, the board organized and elected F. W. Sullivan, president, and N. Costley, clerk. On the 17th of May the trustees elected Job Carr, marshal; George E. Atkinson,

treasurer, and S. C. Howes, judicial officer. June 7, 1880, J. N. Fuller was elected treasurer, vice George E. Atkinson, who failed to qualify. September 6, 1880, D. B. Hannah was appointed marshal, vice Job Carr, resigned. November 13, 1880, Howard Carr was appointed marshal, vice D. B. Hannah, resigned. March 7, 1881, Perry Place was elected trustee, vice H. Carr, resigned. April 6, 1881, A. J. Whipple was elected trustee, vice J. H. Ramsdell, resigned.

At the annual election held May 2, 1881, A. Walters, A. J. Babcock, D. B. Hannah, S. B. Baker and Ira Bradish were elected trustees. On the 10th of May, 1881, the board organized and elected A. Walters, president; Mrs. E. C. Woods, clerk; J. H. Ramsdell, marshal, and J. N. Fuller, treasurer. May 16, 1881, A. M. Adams was elected treasurer, vice J. N. Fuller, resigned. June 15, 1881, D. B. Hannah was elected marshal, vice J. H. Ramsdell, who failed to qualify. September 23, 1881, J. N. Fuller was elected trustee, vice D. B. Hannah, resigned. November 7, 1881, Dr. Edward F. Miles was appointed health officer. November 8, 1881, Howard Carr was elected marshal, vice D. B. Hannah, removed. January 16, 1882, N. Costley was elected treasurer, vice A. M. Adams, resigned.

At the annual election held May 1, 1882, there were 64 votes cast. J. N. Fuller, S. B. Baker, A. Walters, F. W. Sullivan and P. Foster were elected trustees. On the 15th of May the board organized and elected A. Walters, president, and Estella C. Bradish, clerk. June 15, 1882, Howard Carr was elected marshal and N. Costley, treasurer. September 4, 1882, Mrs. A. Walters was elected treasurer, vice N. Costley, deceased. February 5, 1883, W. H. Harris was elected trustee, vice F. W. Sullivan.

At the annual election held May 7, 1883, A. Walters, I. N. Bradish, I. F. Beals, Job Carr and James Bush were elected trustees. May 14, 1883, the board organized and elected A. Walters, president, and Estella C. Bradish, clerk. May 22, 1883, the board elected W. H. Harris Marshal; Mrs. A. Walters, treasurer, and S. C. Howes, city justice. July 2, 1883, S. C. Howes was elected clerk, vice Estella C. Bradish, resigned. November 5, 1883, J. N. Fuller was elected trustee, vice I. F. Beals, resigned.

NEW TACOMA

At a special election ordered by the county commissioners and held February 14, 1880, Theodore Hosmer, Henry C. Bostwick, Samuel Wilkeson Jr., David Lister Sr., and Stephen M. Nolan were elected trustees.

February 18 1880, the board organized and elected Theodore Hosmer, president, and Elwood Evans, clerk. February 26, 1880, the board elected Henry Williams, town marshal, and George F. Orchard, treasurer.

At the annual election held May 3, 1880, 110 votes were cast, and Theodore Hosmer, David Lister Sr., H. C. Bostwick, Samuel Wilkeson Jr., and Stephen M. Nolan were elected trustees.

May 12, 1880, the board organized and elected Theodore Hosmer, president; Elwood Evans, clerk; Henry Williams, marshal, and George F. Orchard, treasurer.

June 21, 1880, J. S. Howell was elected marshal, vice Henry Williams, resigned.

October 7, 1880, Joseph Lewis was elected marshal, vice J. S. Howell, removed by unanimous vote of the trustees for failure to perform the duties of his office.

November 17, 1880, Byron A. Young was elected marshal, vice Joseph Lewis, resigned.

February 2, 1881, Henry Windsor was elected marshal, vice Byron A. Young, resigned.

February 16, 1881, John T. Wills was elected marshal, vice Henry Windsor, who failed to qualify.

At the annual election held May 2, 1881, there were 182 votes cast, and David Lister Sr., Myron J. Cogswell, S. F. Sahm, George F. Orchard and Theodore Hosmer were elected trustees.

May 9, 1881, the board organized, and elected David Lister Sr., president, and Samuel Wilkeson Jr., clerk.

May 25, 1881, A. Van Meter was elected marshal, vice J. T. Wills, resigned.

June 1, 1881, H. C. Davis was elected treasurer.

June 25, 1881, A. H. Lowe was elected marshal, vice A. Van Meter, resigned.

November 2, 1881, Dr. F. B. H. Wing was appointed health officer.

Under a special act of the Legislature, passed November 5, 1881, entitled "An Act to Confer a City Government upon New Tacoma," the board of trustees was merged into the "common council," and the president of the board became the acting mayor.

November 16, 1881, the common council elected Joseph H. Houghton, common councilman from the ward south of South Ninth Street, in compliance with section 76 of the city charter.

December 10, 1881, J. H. Wilt was elected city assessor.

January 4, 1882, J. H. Wilt was elected clerk, vice Samuel Wilkeson Jr., resigned.

At the annual election held May 3, 1882, there were 332 votes cast, at which time the following officers were elected: Mayor, Theodore Hosmer; Marshal, E. O. Fulmer; councilmen—First Ward, three years, George W. Alexander; First Ward, two years, A. S. Abernethy Jr.; First Ward, one year, Jacob Halstead; Second Ward, three years, John E. Burns; Second Ward, two years, Charles Sprague; Second Ward, one year, G. W. Bonbright.

May 17, 1882, the council organized, and elected the following officers: City clerk, assessor and collector, J. H. Wilt; city attorney, Alexander Campbell; city treasurer, H. C. Davis; committing magistrate, C. D. Young; city surveyor, D. D. Clark; street commissioner, E. G. Bacon; harbor commissioner, J. S. Walker; health officer, Dr. H. C. Bostwick.

May 29, 1882, L. G. Shelton was elected city assessor, vice J. H. Wilt, resigned; and E. O. Fulmer was elected collector, vice J. H. Wilt, resigned.

September 6, 1882, George F. Orchard was elected councilman from First Ward, vice Jacob Halstead, deceased; and A. S. Abernethy Jr., was elected mayor, vice Theodore Hosmer, resigned.

September 20, 1882, Isaac W. Anderson was elected councilman from First Ward, vice A. S. Abernethy Jr., elected mayor.

Isaac Pincus was elected councilman from Second Ward, vice G. W. Bonbright, resigned.

October 18, 1882, Dr. E. J. Ashmore was elected health officer, vice H. C. Bostwick, resigned.

January 10, 1883, Alexander Campbell was elected committing magistrate, vice C. D. Young.

January 23, 1883, Elwood Evans was elected city attorney, vice Alexander Campbell.

At the annual election held May 7, 1883, the following officers were elected:

Councilman from First Ward, to serve three years, Robert Wingate; councilman from Second Ward, to serve three years, Byron Barlow; marshal to serve one year, E. O. Fulmer.

June 7, 1883, the council organized with the following officers: Mayor, A. S. Abernethy Jr.; councilmen—First Ward, G. W. Alexander, Isaac Anderson and Robert Wingate; Second Ward, J. E. Burns, Charles W. Sprague and Byron Barlow; committing magistrate, Alexander Campbell; city clerk, J. H. Wilt; city attorney, Elwood Evans; city treasurer, H. C. Davis; health officer, Dr. E. J. Ashmore; city surveyor, C. O. Bean; street commissioner, E. G. Bacon; harbor master, R. M. Mountfort; assessor, L. G. Shelton; marshal and collector, E. O. Fulmer.

July 13, 1883, E. N. Ouimette was elected councilman from the Second Ward, vice C. W. Sprague, resigned.

September 27, 1883, William Robertson was elected councilman from the First Ward, vice G. W. Alexander, resigned, and F. O. Meeker was elected city clerk, vice J. H. Wilt, resigned.

CITY OF TACOMA

November 29, 1883, the Council Journal of Old Tacoma shows the appointment of "election officers to serve at a special election to be held in the First Ward of the

consolidated cities." November 30, 1883, the Council Journal of New Tacoma has the following record: "The city clerk was instructed to give due notice of the election to be held December 10, 1883, according to law." There is no further record as to this first election of the consolidated cities, but it was probably held on the above date, and the following officers were elected: Mayor, John W. Sprague; councilmen—First Ward, George E. Atkinson, Howard Carr and John N. Fuller; Second Ward, C. A. Richardson, George O. Kelly and George B. Kandle; Third Ward, John E. Burns, F. W. Bashford and R. J. Weisbach.

The council met January 7, 1884, and elected the following officers: City clerk, Samuel C. Howes; city attorney, Louis D. Campbell; committing magistrates, First Ward, Samuel C. Howes; Second and Third wards, Alexander Campbell; health officer, Dr. James Vercoe; city surveyor, C. O. Bean; street commissioner, E. C. Bacon; harbor master, Jeremiah J. Parker; assessor, A. H. Lowe; collector, Frank O. Meeker.

January 9, 1884, John Murry was elected city treasurer. January 16, 1884, A. H. Lowe was elected collector, vice F. O. Meeker, resigned.

February 13, 1884, Job Carr was elected city assessor and collector, vice A. H. Lowe, resigned; and W. H. Harris was elected committing magistrate of the First Ward.

March 22, 1884, Dr. John F. Beardsley was elected health officer, vice Dr. James Vercoe, resigned; and E. O. Fulmer was elected collector.

At the annual election, held May 5, 1884, there were 974 votes cast, and the following officers were elected: Mayor, R. J. Weisbach; marshal, E. O. Fulmer; councilmen, First Ward, Howard Carr, three years; J. N. Fuller, two years, and F. W. Sullivan, one year. Second Ward, J. H. Houghton, three years; W. P. Bonney, two years, and Samuel Wilkeson Jr., one year. Third Ward, F. W. Bashford, three years; F. T. Olds, two years, and J. V. Chamberlain, one year.

May 21, 1884, the following officers were elected: City clerk, William J. Meade. Committing magistrates, First Ward, W. H. Harris; Second and Third wards, Alexander Campbell.

May 22, 1884, the following officers were elected: City attorney, Louis D. Campbell; health officer, Dr. John F. Beardsley; city surveyor, C. O. Bean; street commissioner, Henry O. Geiger; harbor master, Charles A. Enell; assessor and collector, Job Carr.

At a special election held June 16, 1884, George E. Atkinson and S. C. Howes were elected councilmen from the First Ward to succeed Howard Carr and J. N. Fuller, resigned.

July 2, 1884, J. C. Shepperd was elected city assessor and collector, vice Job Carr, who failed to qualify.

September 3, 1884, Dr. J. A. C. McCoy was elected health officer, vice J. F. Beardsley, resigned.

October 1, 1884, H. O. Geiger was elected city assessor and collector, vice J. C. Shepperd.

January 7, 1885, the council elected the following officers: Committing magistrates, First Ward, W. H. Harris; Second Ward, Alexander Campbell; Third Ward, A. E. Lawrence.

At the annual election held May 4, 1885, there were 1,055 votes cast, and the following officers were elected: Marshal, E. O. Fulmer. Councilmen, First Ward, George E. Atkinson, one year; D. B. Hannah, two years, and H. M. Lillis, three years; Second Ward, George E. Kelley, three years; Third Ward, E. G. Bacon, three years.

May 20, 1895, the council elected the following officers: City clerk, William J. Meade; city attorney, George Fuller. Committing magistrates, First Ward, W. H. Harris; Second Ward, Alexander Campbell; Third Ward, Abram E. Lawrence; surveyor, C. O. Bean; health officer, Dr. J. A. C. McCoy; street commissioner and collector, H. O. Geiger; harbor master, A. Walters; city assessor, Benjamin Macready.

June 6, 1885, the mayor, R. J. Weisbach, appointed himself chief of police, and was confirmed by the council.

At the annual election held May 4, 1886, there were 1,428 votes cast, and the following officers were elected: Mayor, Jacob C. Mann; city attorney, Thomas Carroll; city treasurer, John Murry; street commissioner, Frank McGill; city surveyor, Clarence O. Bean; councilmen, Fourth Ward, two years, Byron Miller, and one year, John A. McGouldrick.

May 15, 1886, the council elected the following officers: Committing magistrates, First Ward, W. H. Harris; Second Ward, Alexander Campbell, Third Ward, A. E. Lawrence.

August 28, 1886, the council elected H. F. McKay chief of police, vice R. J. Weisbach, resigned, and also elected the following officers: City clerk, W. J. Meade; health officer, Johnson Armstrong; fire warden, J. D. Rainey; harbor master, R. M. Mountfort; port warden, F. S. Crosby.

January 8, 1887, the council elected J. B. Hedges, city assessor.

At the annual election held May 3, 1887, there were 969 votes cast, and the following officers were elected: Mayor, Ira A. Town; city attorney, Thomas Carroll; city treasurer, M. M. Taylor; street commissioner, J. P. Hodgins; city surveyor, Clarence O. Bean; councilmen for two years, First Ward, E. A. Collins; Second Ward, J. H. Houghton, Third Ward, William Zinram; Fourth Ward, John Horsfall.

May 14, 1887, the council elected the following officers: City clerk, William J. Meade. Committing magistrates, First Ward, Samuel C. Howes; Second Ward, Charles N. Senter; Third Ward, A. E. Lawrence; Fourth Ward, W. A. Lammey; city assessor, J. B. Hedges; health officer, Johnson Armstrong; fire warden, H. M. Lillis; harbor master and port warden, R. M. Mountfort.

May 21, 1887, the council elected John N. Fuller, chief of police.

December 17, 1887, the council elected H. M. Lillis committing magistrate for the First Ward, vice Samuel C. Howes, deceased.

January 21, 1888, the council elected L. G. Shelton city assessor, vice J. B. Hedges, resigned.

January 25, 1888, the council elected Fremont Campbell city assessor, vice L. G. Shelton, who declined the office.

At the annual election held May 1, 1888, there were 1,799 votes cast and the following officers were elected: Mayor, Henry Drum; city attorney, Thomas Carroll; city treasurer, L. E. Sampson; street commissioner, J. P. Hodgins; city engineer, C. O. Bean; councilmen, First Ward, H. M. Lillis, Second Ward, J. D. Caughran; Third Ward, J. B. Houghton; Fourth Ward, J. M. Steele.

May 14, 1888, the council elected the following officers: City clerk, William J. Meade (on the 362d ballot); harbor master and port warden, R. M. Mountfort; fire warden, E. G. Bacon; health officer, F. C. Miller; chief of police, J. B. Thompson. Committing magistrates, First Ward, H. M. Lillis; Second Ward, C. N. Senter; Third Ward, A. E. Lawrence; Fourth Ward, W. A. Lammey.

January 12, 1889, the council elected J. M. Keen city assessor.

February 16, 1889, H. C. Patrick and J. B. Best were elected by the city council as committing magistrates of Tacoma precincts.

At the annual election held May 7, 1889, 2,257 votes were cast, and the following officers were elected: Mayor, S. A. Wheelwright; city attorney, W. H. Snell; city treasurer, S. T. Armstrong; street commissioner, J. P. Hodgins; city engineer, C. O. Bean; councilmen, First Ward, no election, there being a tie vote; Second Ward, Charles T. Uhlman; Third Ward, J. M. Dougan; Fourth Ward, John Horsfall.

May 18, 1889, the council elected the following officers: city clerk, William J. Meade; health officer, F. L. Goddard; fire warden, J. D. Rainey; harbor master and port warden, R. M. Mountfort; chief of police, A. M. Chesney.

At a special election held July 2, 1889, John U. Fuller was elected councilman from the First Ward until the next annual election.

October 30, 1889, the council elected Fred T. Taylor city assessor.

November 2, 1889, the council elected E. J. Kreider city clerk, vice William J. Meade, resigned.

December 23, 1889, the council elected John Forbes building inspector.

March 1, 1890, the council elected H. M. Lillis chief of fire department, vice J. D. Rainey, removed.

March 8, 1890, the council elected S. C. Milligan city attorney, vice W. H. Snell, resigned; and elected J. C. B. O'Neil inspector of plumbing and drainage.

April 26, 1890, the council elected George Haskin city clerk, vice E. G. Kreider, resigned.

April 20, 1890, the council canvassed the returns of census enumerators, completed April 15, 1890, and certified that the whole number of persons residing within the corporate limits of the City of Tacoma was 28,443.

At the annual election held May 6, 1890, there were 4,300 votes cast, and the following officers were elected: Mayor, Stuart Rice; city attorney, S. C. Milligan; city treasurer, Grattan H. Wheeler; city surveyor, Colin McIntosh; street commissioner, J. P. Hodgins. Councilmen, First Ward, short term, Frank A. Smalley, long term, John N. Fuller; Second Ward, Charles T. Manning; Third Ward, W. A. Freeman; Fourth Ward, John A. McGouldrick.

May 17, 1890, the council elected the following officers: City clerk, Charles E. Hill; chief of police, Mark Dillon; chief of fire department, H. M. Lillis; assistant chief fire department, W. D. McGee; harbor master and port warden, R. M. Mountfort; building inspector, John Forbes; health officer, J. T. Binkley; plumbing inspector, J. C. B. O'Neil; city assessor, Fred T. Taylor.

At a special election held June 10, 1890, for the election of fifteen freeholders for the purpose of framing a new city charter, under the provisions of Ordinance No. 316, the following persons were declared duly elected: W. J. Meade, J. N. Steele, M. M. Taylor, J. H. Houghton, George O. Kelly, J. D. Caughran, J. C. Weatherred, H. O. Geiger, Thomas Carroll, W. H. Shell, W. C. Sharpstein, L. D. Campbell, C. A. Hasbrouck, Theodore Huggins and F. T. Olds.

June 14, 1890, the council elected Allen C. Mason, Henry Drum, George Browne, Isaac W. Anderson, L. E. Sampson, James M. Steele and F. I. Meade as park commissioners for the ensuing year.

October 18, 1890, an election held at which the new city charter was adopted, and the officers therein provided for elected as follows: Mayor, George B. Kandle; city treasurer, George W. Boggs; city controller, J. H. Houghton; police judge, E. N. Parker; city physician, F. L. Goddard; councilmen, First Ward, Howard Carr and Edward S. Orr; Second Ward, O. B. Hayden and M. S. Hill; Third Ward, H. H. Warner and R. G. Meath; Fourth Ward, C. M. Johnson and H. C. Berryhill.

November 8, 1890, the following nominations by the mayor were unanimously confirmed: Health officer, H. P. Tuttle; chief of fire department, H. M. Lillis; board of public works, Byron Barlow, J. P. Hodgins and Colin McIntosh; park commissioners, George Browne and I. F. Mead, three years, Isaac W. Anderson and Henry Drum, two years, and John M. Steele, one year; harbor master, G. F. Lindquist; controller, Fred T. Taylor (elected controller, vice J. H. Houghton, who failed to qualify); deputy city clerk, George Haskin.

November 15, 1890, the council confirmed the following nominations: City attorney, S. C. Milligan; chief of police, W. F. Zwickey.

November 22, 1890, the council confirmed the nomination of A. N. Fitch as park commissioner, vice J. M. Steele, who failed to qualify.

December 20, 1890, the council elected H. C. Clement councilman from the Second Ward, vice O. B. Hayden, resigned, also elected George Haskin city clerk, vice C. E. Hill, resigned.

February 3, 1891, a special election was held for the purpose of voting the question of issuing bonds for funding the outstanding indebtedness of the City of Tacoma, and for issuing $200,000 in bonds for the erection of a city hall building. There were 3,077 votes cast, as follows: For issuing the bonds, 2,986; against issuing the bonds, 81; blank, 10.

February 7, 1891, the council confirmed the mayor's nomination of R. L. Robertson, building inspector.

February 21, 1891, the council appointed Harry H. Sharp committing magistrate,

"pending the passage of a bill by the Legislature for the organization of a police court."

February 28, 1891, the council confirmed the following appointments: Chief of police, L. D. Ellis, vice W. F. Zwickey, resigned; clerk of Municipal Court, W. B. Lurty.

April 17, 1891, a special election was held under Ordinance No. 398, for the purpose of submitting to the electors the question of annexing the territory described in said Ordinance No. 398, to the City of Tacoma, with the following result: Inside the city limits, for annexation, 592; against annexation, 86; outside the city limits, for annexation, 162; against annexation, 98.

August 8, 1891, the council confirmed the following appointments by the mayor, for members of the water works commission: Nelson Bennett, Walter J. Thompson, Alexander Parker, H. C. Bostwick, Ira A. Town, W. B. Blackwell, Frederick T. Olds, W. H. Fife, Thomas Carroll, J. C. Weatherred, George O. Kelly.

December 26, 1891, the council elected Frank Laidlaw councilman from the First Ward, for the unexpired term of Howard Carr, deceased.

March 12, 1892, the council elected D. L. Demorest councilman from the Third Ward, vice H. H. Warner, resigned.

At the annual election held April 5, 1892, the following officers were elected: Mayor, Herbert S. Huson; treasurer, George W. Boggs; controller, Samuel C. Slaughter; city physician, Johnson Armstrong; councilmen, First Ward, two years, Curtis A. Beals; First Ward, one year, E. Steinbach; Second Ward, two years, George H. Boardman; Second Ward, one year, John T. Lee; Third Ward, two years, William H. Grattan; Third Ward, one year, John Snyder; Fourth Ward, two years, Jerry Fortain; Fourth Ward, one year, E. A. Knoell; Fifth Ward, two years, Robert F. Wright; Fifth Ward, one year, John A. McGouldrick; Sixth Ward, two years, Henry H. Warner; Sixth Ward, one year, James M. Junett; Seventh Ward, two years, John W. Berry; Seventh Ward, one year, James G. Proctor; Eighth Ward, two years, Royal A. Gove; Eighth Ward, one year, Harris A. Correll.

April 19, 1892, the council elected Samuel J. Smythe city clerk.

April 28, 1892, the council confirmed the mayor's appointment of H. M. Lillis, chief of fire department.

May 4, 1892, the council confirmed the mayor's appointment of Arvid Rydstrom, member of board of public works for one year.

May 14, 1892, the council confirmed the following appointments by the mayor: D. L. Demorest, member of board of public works for three years; John N. Fuller, member of board of public works for two years; J. B. Clift, harbor master; James R. Yocum, health officer; S. T. Armstrong, deputy city treasurer.

May 21, 1892, the council confirmed the following appointments by the mayor: A. N. Fitch, member of board of park commissioners for three years; G. W. Bullard, building inspector for one year; Lincoln Davis, chief of police for one year.

May 28, 1892, the council confirmed the following appointments by the mayor: city attorney, F. H. Murray; assistant city attorney, E. E. Rosling.

June 4, 1892, the council confirmed the following appointments by the mayor: City engineer, James M. Morrison; superintendent of streets, G. H. James; superintendent of sewers, Fred M. Zeiber.

January 3, 1893, the council confirmed the mayor's appointment of W. A. Fairweather as clerk of Municipal Court.

January 28, 1893, the council confirmed the mayor's appointment of W. E. Shaffer as license inspector, vice W. E. Hice, removed.

At the annual election, held April 4, 1893, the following officers were elected to serve two years from April 18, 1893: Councilmen, First Ward, W. H. Harris; Second Ward, John T. Lee; Third Ward, Isaac Pincus; Fourth Ward, James J. Glenn; Fifth Ward, H. W. Nash; Sixth Ward, J. M. Junett; Seventh Ward, H. L. Votaw; Eighth Ward, David Humphrey.

April 11, 1893, a special election was held, at which the electors voted on the following propositions as set forth in ordinances Nos. 790, 791 and 801:

(A) Shall the City of Tacoma purchase the water works and electric light plant

and sources of water supply, of the Tacoma Light & Water Company, for the sum of one million seven hundred and fifteen thousand dollars ($1,715,000), for the purpose of extensions to said water works at an estimated cost of four hundred thousand dollars ($400,000) and borrow the sum of two million one hundred and fifty thousand dollars ($2,150,000), to be used for said purpose, and issue its negotiable coupon bonds therefor?

(B) Shall the City of Tacoma borrow the sum of one hundred and fifteen thousand dollars ($115,000) for the purpose of building a bridge extending from South Eleventh Street over the Puyallup River to the tideflats, and for one year's interest on the same at five (5) per cent, being the sum of one hundred and twenty thousand seven hundred and fifty dollars ($120,750), and issue its negotiable bonds for the sum so borrowed?

The whole number of votes cast on proposition "A" was 5,207, of which
"For the purchase" received....3,200
"Against the purchase" received....1,981
Blank ballots cast.... 26
3-5 required to carry the proposition....3,124 4-5
Majority over 3-5 required by charter....75 1-5
The whole number of votes cast on proposition "B" was 5,050, of which
"For bonds for bridge" received....3,271
"Against bonds for bridge" received....1,753
Blank ballots cast.... 26
3-5 required to carry the proposition....3,030
Majority over 3-5 required by charter.... 241

and both propositions were, on April 18, 1893, declared carried.

April 18, 1893, the council confirmed the following appointments by the mayor under Ordinance No. 812, passed April 8, 1893: Water and light commissioners, George W. Thompson for a term of five years; F. T. Olds for a term of four years; John T. Redman for a term of three years; W. B. Blackwell for a term of two years; C. P. Masterson for a term of one year.

April 22, 1893, the council confirmed the following appointments by the mayor: Park commissioners, Henry Drum and I. W. Anderson for a term of three years; member of the board of public works, Arvid Rydstrom for a term of three years; city attorney, F. H. Murray for a term of one year; chief of fire department, H. M. Lillis for the term of one year; chief of police, Lincoln Davis for the term of one year; inspector of building and plumbing, G. W. Bullard for the term of one year; harbor master, J. B. Clift for the term of one year; health officer, James R. Yocum for the term of one year.

The first meeting of the city council in the new city hall at the northwest corner of Pacific Avenue and Seventh Street, was held April 29, 1893.

May 9, 1893, a special election was held at which the electors voted on the following proposition as set forth in ordinances Nos. 802 and 803: "That the City of Tacoma shall borrow money and contract indebtedness by the issue and sale of $506,000 of its negotiable bonds, for the purpose of providing for the necessary expenditure for the construction of additions and extensions for the trunk sewer system of the City of Tacoma. From the shore line of Commencement Bay southerly to South Eleventh and Cedar streets, by way of Carr, Oakes, Junett and Cedar streets; on East I Street, from alley between South Twenty-sixth and South Twenty-seventh streets to slough near South Twenty-first Street; from Puyallup and B streets southerly and westerly through sections 9, 8, 7, 18, 13 and 24, to the south boundary of the city at Proctor Street, at a total estimated cost of $506,000."

The result of the vote as canvassed by the city council on the 16th day of May, 1893, was as follows:

Total number of votes cast....2,015
For the proposition....1,603
Against the proposition 395

Blank ballots 17
3-5 required to carry proposition.....1,209
Majority over 3-5 required by charter..... 394

and the proposition was declared carried.

May 27, 1893, the council confirmed the mayor's appointment of J. W. Deifendorf as license inspector.

January 27, 1894, the council confirmed the mayor's appointment of William Curtis Taylor as librarian for the term of five years.

At the annual election held April 3, 1894, at which there were 6,929 votes cast, the following officers were elected: Mayor, Edward S. Orr; city treasurer, James W. McCauley; city controller, Edgar V. Benham; city physician, Fred J. Schug. Councilmen, First Ward, Luke McGrath; Second Ward, Charles A. Cavendar; Third Ward, J. B. Thompson; Fourth Ward, William Watson; Fifth Ward, John Hartman; Sixth Ward, H. H. Warner; Seventh Ward, Ernest Lister; Eighth Ward, R. A. Gove.

May 23, 1894, the council elected J. S. Smythe city clerk.

June 2, 1894, the council confirmed the following appointments by the mayor: Member of board of public works for three years, M. M. Taylor; city attorney, James Wickersham; assistant city attorney, Stacy W. Gibbs.

June 9, 1894, the council confirmed the mayor's appointment of J. B. Clift as harbor master.

June 23, 1894, the council confirmed the mayor's appointment of D. O. Smith as chief of police.

December 15, 1894, the council confirmed the mayor's appointment of Charles M. Shane as clerk of Municipal Court.

At the annual election held April 2, 1895, the total registered vote was 6,210, and the whole number of votes cast was 4,840, and the following officers were elected: Councilmen, First Ward, W. H. Harris; Second Ward, Percy N. Norton; Third Ward, Alexander Parker; Fourth Ward, J. L. Coates; Fifth Ward, M. P. Bulger; Sixth Ward, J. W. Kleeb; Seventh Ward, Samuel Hice; Eighth Ward, G. F. Whitty. At the same election was submitted the question of changing the source of water supply for the city, as proposed by Ordinance No. 977, with the following result: For the proposed change, 3,346; against the proposed change, 440, and the proposed change, having received more than 3-5 of the entire vote cast, was, on the 9th day of April declared adopted.

May 18, 1895, the council confirmed the mayor's appointment of R. B. Mullen as member of the board of public works for the term of three years.

June 1, 1895, the council confirmed the following appointments by the mayor: David Humphrey, park commissioner for three years; F. T. Olds, park commissioner for the unexpired term of Henry Drum, resigned.

June 8, 1895, the council confirmed the mayor's appointment of J. B. Agnew and G. H. Fowler as examining engineers for one year.

July 13, 1895, the council confirmed the following appointments by the mayor: Assistant city attorney, Stacy W. Gibbs; chief of fire department, A. J. Breummer; harbor master, J. B. Clift.

October 12, 1895, the council confirmed the mayor's appointment of D. W. Perry as boiler inspector, vice J. C. Corwin, resigned.

October 30, 1895, the council elected F. T. Olds city treasurer, vice J. W. McCauley, removed from office.

November 20, 1895, the council removed M. M. Taylor from office as member of board of public works.

December 28, 1895, the council confirmed the appointment of H. O. Fishback as assistant city treasurer.

January 4, 1896, the council confirmed the mayor's appointment of James Wickersham as city attorney.

January 4, 1896, the council elected John Holgate councilman from the Second Ward, vice C. A. Cavendar, expelled. (See supplementary proceedings, February 20, 1896.)

At the annual election held April 7, 1896, there were 6,459 registered voters and the whole number of votes cast was 5,515. The following officers were elected: Mayor, A. V. Fawcett; city treasurer, W. A. Sternberg; city controller and semi-officio city clerk, E. V. Benham; city physician, C. Quevli. Councilmen: First Ward, John B. Stevens; Second Ward, John Holgate; Third Ward, John M. Bell; Fourth Ward, William Scully; Fifth Ward, John Hartman; Sixth Ward, H. H. Warner; Seventh Ward, Frank H. Chandler; Eighth Ward, L. E. Sampson.

April 21, 1896, the council organized and elected H. H. Warner president, and the mayor notified the council of the following appointments: Commissioner of public works, T. E. Doherty; chief of police, R. G. Hoge; chief of fire department, J. D. Horrocks; city attorney, J. P. Judson; assistant city attorney, W. H. H. Kean; harbor master, Henry G. Hoflin; city librarian, Herbert Bashford; city engineer, J. S. Camp; civil service commissioners, F. T. Olds, S. F. Sahm and Govnor Teats.

April 25, 1896, the mayor notified the council of the following appointments: Board of examiners for licensing engineers, G. W. Flower, J. B. Agnew and D. W. Perry; the last named to act as boiler inspector.

October 8, 1896, Ed. S. Orr became mayor, by the reason of a decision of the Superior Court in the Mullen-Doherty case.

October 8, 1896, the council confirmed the following appointments of Mayor Ed. S. Orr: City attorney, J. A. Shackelford; assistant city attorney, J. S. Whitehouse.

October 10, 1896, the council elected L. W. Roys city clerk and confirmed the following appointments by Mayor Ed. S. Orr: Chief of police, D. O. Smith; chief of fire department, A. J. Breummer; harbor master, J. B. Clift.

October 17, 1896, the council confirmed the following appointment by Mayor Ed. S. Orr of Arvid Rydstrom as member of the board of public works.

October 24, 1896, the council confirmed the appointment by Mayor Ed. S. Orr of Richard G. Meath as market master.

October 31, 1896, the council confirmed the appointment by Mayor Ed. S. Orr, of Jonathan Smith as city librarian.

November 14, 1896, the council confirmed the following appointments by Mayor Ed. S. Orr: Park commissioners, G. L. Homes and Chester Thorne.

March 13, 1897, the mayor, Ed. S. Orr, appointed George H. Walker, George Brewitt and W. C. Sharpstein civil service commissioners, vice Govnor Teats, S. F. Sahm and Richard Bond, removed from office. On the 23d of March the Superior Court rendered an opinion that the old board had not been legally removed from office and restored them to office. On the 26th day of April Frank H. Graham was appointed to succeed Richard Bond, whose term of office had expired as civil service commissioner.

At the annual election, held April 6, 1897, there were 4,559 registered votes, of which 3,577 votes were cast, and the following councilmen were elected: First Ward, Ralph B. Smith; Second Ward, P. D. Norton; Third Ward, J. R. Turner; Fourth Ward, John Leo; Fifth Ward, C. F. Owen; Sixth Ward, J. W. Kleeb; Seventh Ward, C. S. Gifford; Eighth Ward, G. F. Whitty.

April 20, 1897, the council organized and elected P. D. Norton president.

May 1, 1897, the mayor, Ed. S. Orr, appointed J. S. Whitehouse city attorney, vice J. A. Shackelford, and Charles A. Murray assistant city attorney.

June 28, 1897, A. V. Fawcett again became mayor by reason of a compromise in the Fawcett-Orr case.

June 30, 1897, the mayor (Fawcett) notified the council of the following appointments: City attorney, John P. Judson; assistant city attorney, M. D. Woolf; commissioner of public works, T. E. Doherty; harbor master, H. G. Hoflin; librarian, Alexander McCready; assistant librarian, Margaret J. Smith; market master, K. M. Peterson; building and license inspector, C. H. Allison.

September 1, 1897, the council removed Govnor Teats from office as civil service commissioner.

At the annual election held April 5, 1898, there were 5,377 registered votes, of which 4,567 votes were cast, and the following named officers were elected: Mayor,

Johnson Nickeus; treasurer, W. A. Sternberg; controller, Alfred Lister; councilmen: First Ward, J. C. Hewitt; Second Ward, John Holgate; Third Ward, John M. Bell; Fourth Ward, H. L. Hansen; Fifth Ward, John Hartman; Sixth Ward, Charles T. Patterson; Seventh Ward, W. H. Opie; Eighth Ward, L. E. Sampson.

And the amendments numbered 22 and 23 to the city charter adopted repealing amendment No. 19, relating to civil service, and amending sections 1 and 2 of amendment No. 1, relating to officers of the city.

April 19, 1898, the council organized and elected P. D. Norton president and L. W. Roys city clerk.

April 21, 1898, the mayor notified the council of the following appointments: City attorney, W. H. Pritchard; assistant city attorney, Walter M. Harvey; commissioner of public works, W. E. Hacker; chief of police, J. H. Read; chief of fire department, Jesse C. Poyns; commissioner of health, F. J. Schug; harbor master, J. F. Visell, building and license inspector, Ed. R. Hare; librarian, W. H. Jennings; clerk of Municipal Court, J. M. Arntson.

December 8, 1898, the council elected James B. Hoit councilman from the Eighth Ward, vice G. F. Whitty, resigned.

At the annual election held April 4, 1899, there were 4,811 registered votes, of which 2,966 votes were cast, and the following councilmen were elected: First Ward, Ralph B. Smith; Second Ward, Percy N. Norton; Third Ward, George W. Quiett; Fourth Ward, D. F. Day; Fifth Ward, T. C. Rummell; Sixth Ward, W. G. Freeman; Seventh Ward, Edward A. Roice; Eighth Ward, James B. Hoit.

April 18, 1899, the council organized and elected P. D. Norton president and L. W. Roys city clerk.

November 2, 1899, the council elected Jesse S. Jones councilman from the Sixth Ward, vice W. G. Freeman, deceased.

At the annual election, held April 3, 1900, there were 6,428 registered votes, of which 5,690 were cast, and the following officers elected: Mayor, Louis D. Campbell; treasurer, Frank B. Cole; controller, Alfred Lister; councilmen: First Ward, J. C. Hewitt; Second Ward, John Holgate; Third Ward, Edward Miller; Fourth Ward, Otto C. Duevel; Fifth Ward, John Hartman; Sixth Ward, Jesse S. Jones for the term of two years; Sixth Ward, G. W. Roberts for the term of one year; Seventh Ward, Peter J. Johnson; Eighth Ward, Thomas W. Hammond.

April 17, 1900, George H. Boardman was elected by the council as councilman from the Second Ward, vice Percy D. Norton, deceased.

April 17, 1900, the council organized and elected Ralph B. Smith president and L. W. Roys city clerk.

April 17, 1900, the mayor notified the council of the following appointments: City attorney, William P. Reynolds; assistant city attorney, Emmett N. Parker; commissioner of public works, Richard W. Clark; chief of police, William Fackler; chief of fire department, Jesse C. Poyns; clerk of Municipal Court, John M. Arntson; commissioner of health, Frederick J. Schug; city engineer, Norton L. Taylor; harbor master, John B. Clift; building and license inspector, Ed. R. Hare; plumbing inspector, Edward H. Butterfield.

May 4, 1900, B. S. MacLafferty succeeded W. H. Jennings as city librarian, on appointment by the mayor.

At the annual election held April 2, 1901, there were 4,360 registered votes, of which 2,415 were cast, and the following councilmen were elected: First Ward, Ralph B. Smith; Second Ward, Edward I. Salmson; Third Ward, John M. Bell; Fourth Ward, W. R. Giblett; Fifth Ward, George C. Britton for the term of two years; Fifth Ward, James M. Harris for the term of one year; Sixth Ward, Alfred L. Hawley; Seventh Ward, Edward A. Roice; Eighth Ward, Ira B. Richards.

April 16, 1901, the council organized and elected Ralph B. Smith president and L. W. Roys city clerk.

January 9, 1902, Harvey L. Johnson was appointed second assistant city attorney.

At the annual election, held April 1, 1902, there were 6,979 registered votes, of which 6,098 votes were cast, and the following officers elected: Mayor, Louis D.

Campbell; controller, Alfred Lister; treasurer, Charles D. Atkins; councilmen: First Ward, John Donahue; Second Ward, Henry Mahncke; Third Ward, Ben Olson; Fourth Ward, Otto C. Duevel; Fifth Ward, August Von Boecklin; Sixth Ward, Jesse S. Jones; Seventh Ward, W. Scott Snyder; Eighth Ward, T. W. Hammond. Also amendments of the city charter numbered 24, 25, 26, 27, 28, 29, 30 and 31 were adopted.

April 15, 1902, the city council organized and elected Jesse S. Jones president and F. B. Woodruff city clerk.

The mayor announced the following appointments: City attorney, William P. Reynolds; assistant city attorney, Emmett N. Parker; commissioner of public works, Richard W. Clark; city engineer, Norton L. Taylor; chief of police, Wm. Fackler; chief of fire department, Jesse C. Poyns; commissioner of health, Dr. F. J. Schug; plumbing inspector, George V. Hill; harbor master, John B. Clift; librarian, B. S. MacLafferty; chief of Police Court, J. M. Arntson.

At the annual election, held April 7, 1903, there were 4,962 registered votes, of which 3,313 votes were cast, and the following officers elected: Councilmen: First Ward, Thomas H. Bellingham; Second Ward, Edward I. Salmson; Third Ward, James J. Conrad; Fourth Ward, William R. Giblett; Fifth Ward, George C. Britton; Sixth Ward, Alfred L. Hawley; Seventh Ward, Edward A. Roice; Eighth Ward, J. Warren Martenis.

April 21, 1903, the city council organized and elected Jesse S. Jones president and F. B. Woodruff city clerk.

July 5, 1903, Jonathan Smith was appointed city librarian, vice B. S. MacLafferty, deceased.

October 2, 1903, Emmett N. Parker was appointed city attorney, vice William P. Reynolds, resigned.

December 9, 1903, Olof H. Christoffersen was elected councilman from the Fifth Ward, vice George C. Britton, resigned.

January 20, 1904, L. A. Nicholson was appointed city engineer, vice N. L. Taylor, removed.

At the annual election, held April 4, 1904, there were 9,335 registered votes, of which 7,974 votes were cast, and the following officers were elected: Mayor, George P. Wright; controller, G. L. Jackson; treasurer, Charles D. Atkins; councilmen: First Ward, William A. Whitman; Second Ward, Frank M. Lamborn; Third Ward, Jesse H. Read; Fourth Ward, Otto C. Duevel; Fifth Ward, Olof H. Christofferson for term of one year; Fifth Ward, F. S. Wright for term of two years; Sixth Ward, Schuyler Usher; Seventh Ward, A. M. Richards; Eighth Ward, A. C. Hoenig.

April 19, 1904, the city council organized and elected E. A. Roice, president and L. W. Roys clerk. The mayor announced the following appointments: City attorney, O. G. Ellis; assistant city attorney, J. J. Anderson; commissioner of public works, William Welsh; chief of police, Thomas Maloney; chief of fire department, J. L. Dietsch; commissioner of health, Dr. L. L. Love; librarian, J. T. Eshelman; harbor master, Robert M. Mountfort; park commissioners, Stuart Rice, John R. Arkley, C. M. Easterday, J. E. Aubrey and Peter Daly.

July 4, 1904, George McAlevy was appointed chief of fire department, vice J. L. Dietsch, resigned.

September 1, 1904, R. E. Evans was appointed second assistant city attorney.

At the annual election, held April 4, 1905, there were 6,482 registered, of which 4,675 votes were cast, and the following councilmen were elected: First Ward, T. H. Bellingham; Second Ward, Edward I. Salmson; Third Ward, James J. Conrad; Fourth Ward, William R. Giblett; Fifth Ward, O. H. Christoffersen; Sixth Ward, Alfred L. Hawley; Seventh Ward, Joseph B. Hawthorne; Eighth Ward, L. L. Doud.

April 18, 1905, the council organized and elected T. H. Bellingham president and L. W. Roys city clerk.

April 3, 1906, George P. Wright elected mayor; John F. Meads, controller; Ray F. Freeland, treasurer; councilmen: First Ward, W. A. Whitman; Second Ward, Almon

Woodworth; Third Ward, John Clark; Fourth Ward, Otto Duevel; Fifth Ward, Lawrence Turnbull; Sixth Ward, H. J. Doten; Seventh Ward, A. M. Richards; Eighth Ward, Thomas Gourley. Charter amendments carried, and Green River gravity system approved by vote of 3,163 to 1,813.

April 9, 1907, councilmen elected: First Ward, E. A. Lynn; Second Ward, Alexander Reed; Third Ward, U. D. Creager; Fourth Ward, W. R. Giblett; Fifth Ward, M. B. Stambaugh; Sixth Ward, A. L. Hawley; Seventh Ward, J. B. Hawthorne; Eighth Ward, L. L. Doud. Park commissioners: J. E. Jones (5 years); R. P. Shaw, (4 years); W. C. Bardsley (3 years); A. M. Craig (2 years); Stuart Rice (1 year).

April 14, 1908, John W. Linck elected mayor; John F. Meads, controller; Ray F. Freeland, treasurer; councilmen: First Ward, R. W. Jamieson; Second Ward, Samuel Ritter Wilkeson; Third Ward, Johnson Armstrong; Fourth Ward, A. A. Rankin; Fifth Ward, Lawrence Turnbull; Sixth Ward, John Chapman; Seventh Ward, H. D. Brand; Eighth Ward, H. J. McGregor.

April 13, 1909, councilmen elected: First Ward, E. A. Lynn; Second Ward, John M. Bell: Third Ward, J. J. Eberly; Fourth Ward, W. R. Giblett; Fifth Ward, L. J. Kreger; Sixth Ward, A. L. Hawley; Seventh Ward, J. B. Hawthorne; Eighth Ward, Calvin W. Stewart (2 year term), George Russell (1 year term).

October 16, 1909, special election on new city charter; adopted by vote of 3,533 to 991.

April 5, 1910, A. V. Fawcett elected mayor; John F. Meads, controller; councilmen: Nicholas Lawson, Ray Freeland, L. W. Roys and Owen Woods. Lawson became commissioner of light and water; Freeland, commissioner of finance; Roys, commissioner of public safety, and Woods, commissioner of public works.

April 18, 1911, A. V. Fawcett recalled, W. W. Seymour elected mayor.

May 16, 1911, L. W. Roys, commissioner of public safety, and Nicholas Lawson, commissioner of light and water, recalled. F. H. Pettit elected to succeed Roys; B. J. Weeks elected to succeed Lawson.

February 10, 1912, B. J. Weeks, commissioner of light and water, resigned. H. F. Gronen appointed February 13th to serve until next election.

April 16, 1912, Nicholas Lawson, recalled in 1911, re-elected commissioner of light and water, filling unexpired term of B. J. Weeks.

April 21, 1914, A. V. Fawcett elected mayor, Charles D. Atkins and James Drake, councilmen for terms of four years.

May 5th council organized with Mayor Fawcett, president; Charles D. Atkins, vice president; A. U. Mills, commissioner of public safety; Owen Woods, commissioner of public works; James Drake, commissioner of light and water; Charles D. Atkins, commissioner of finance.

April 18, 1916, Fred Shoemaker elected controller, and Hamilton F. Gronen and Francis H. Pettit, commissioners. Gronen became commissioner of public works, and Pettit commissioner of safety. U. E. Harmon, appointed city attorney; Wm. Fackler, acting chief of police; C. E. Carlson, chief of fire department.

SUPERINTENDENTS AND SECRETARIES TACOMA PUBLIC SCHOOLS

Superintendent	Years	Superintendent	Years
J. D. Robb	1883-1886	Reuben S. Bingham	1896-1902
Edmund P. Young	1886-1888	A. B. Warner	1902-1906
Franklin B. Gault	1888-1892	Albert H. Yoder	1906-1910
J. W. Roberts	1892-1893	J. G. Collicott	1910-1912
H. M. James	1893-1896	Wm. F. Geiger	1912-

Secretary	Years	Secretary	Years
W. J. Meade	1883-1884	H. L. Votaw	1895
M. P. Bulger	1885	C. W. Mock	1896-1898
W. J. Meade	1886	G. W. Whitty	1898-1905
Mrs. M. E. Garrison	1887-1889	Alfred Lister	1905-1916
C. W. Mock	1889-1894		

THE BAR

The Pierce County Bar Association was reorganized as the Tacoma Bar Association on March 27, 1914. The old organization's membership gradually fell away until very few remained and it was found necessary to reorganize on new lines. The constitution of the new society provided for the collection of dues and the establishment of a treasury from which bills could be paid without having to ask for donations from its members. Its officers consisted of a president, vice president, secretary, treasurer, five trustees and a committee on admission composed of five members. The admission fee was $1 and the annual dues $5 and it started with a membership of 131.

The members of the bar association are:

Anderson, Oliver
Anderson, J. J.
Anderson, J. W.
Arnold, Charles
Arntson, A. M.
Arntson, J. M.
Anderson, G. A.
Askren, W. D.
Bates, C. O.
Bedford, Charles
Blackburn, H. H.
Bone, Homer
Brockway, E. B.
Burkey, C. P.
Burmeister, A. O.
Bailey, Leon
Burkey, J. E.
Broomell, H. F.
Belcher, J. E.
Campbell, Fremont
Card, Ernest M.
Carnahan, F.
Chapman, W. O.
Christian, Walter
Clifford, M. L.
Cochran, Herbert
Coiner, B. W.
Conger, Henry
Cramer, M. C.
Crowl, B. A.
Cushman, Edward
Carr, Eugene
Chapman, Clayton
DaPonte, L. B.
David, Peter
Davis, R. M.
Denman, A. H.
Dovell, G. H. B.
Dow, Lorenzo
Dowd, Van M.
Dunkleberger, C. E.
Dentler, Grant
Easterday, C. M.
Eshelman, C. D.
Evans, DeW. M.
Evans, R. E.
Easterday, Joe
Fitch, H. G.
Fitch, J. F.
Flaskett, W. R.
Fletcher, J. D.
Foss, Wedell
Freeman, E. F.
Galbreath, O. S.
Gallagher, J. E.
Garretson, H. F.
Gordon, J. H.
Gordon, M. J.
Gielens, H. J.
Greenman, F. W.
Griggs, H. S.
Garretson, E. L.
Hammond, T. W.
Harmon, U. E.
Harvey, W. M.
Hayden, E. M.
Heinley, W. G.
Hitchcock, T. D.
Holt, R. S.
Hoppe, A.
Huffer, F. A.
Hayden, W. H.
Johnston, H. H.
Johnson, W. A.
Keener, J. B.
Kelley, Frank H.
Kelly, Guy
Keyes, W. W.
Knight, A. A.
Laffin, A. G.
Laffoon, R. F.
LaMonte, H. B.
Latcham, F. A.
Lea, H. R.
Lloyd, Wesley
Lund, R. H.
Lund, Edna B.
Lyle, J. T. S.
Langhorne, Maurice
Marx, A. P.
McLane, O. O.
McMillan, R. J.
McQuesten, G. D.
Metzger, F. D.
Morrow, W. C.
Mulligan, M.
Murray, Charles A.
Murray, F. H.
Muscek, L. J.
Masterson, E. F.
McAnally, S. F.
McMahon, Thomas
Metzler, Hugo B.
Murray, E. L.
Magill, F. A.
Nash, F. D.
Nason, R. B.
Neal, F. C.
Nichols, J. W. A.
Nolte, G. C.
Oakley, F. D.
O'Brien, J. F.
Peer, N. H.
Perrin, W. McB.
Peterson, C. T.
Peterson, G. E.
Phelps, H. E.
Pratt, W. H.
Porter, M. F.
Quick, J. W.
Reid, George T.
Remann, F. G.
Riddell, C. M.
Rowland, D. H.
Rowland, H. G.
Richabaugh, Charles
Riley, Frank G.
Riley, Nelda Jager
Sachse, W. L.
Savery, C. D.
Selden, J. W.
Shackleford, J. A.
Snapp, J. L.
Sorley, J. A.
Stallcup, E. N.
Stenberg, E. N.
Stevens, C. E.
Stiles, T. L.

Stewart, C. W.
Sullivan, P. C.
Taylor, Jay
Teats, Leo
Teats, Ralph
Thomas, Jesse
Teats, Govnor
Watts, Roger
Waulkinshaw, R. B.
Westcott, Charles
Williamson, George G.
Wright, Howard
Wayne, T. J.
York, E. R.

THE PHYSICIANS

The first physician in Tacoma was Dr. R. N. Lansdale. He came almost simultaneously with the Hanson Mill. The early physicians, traveling at night almost without roads through the tangle of brush and among the gnarled roots of giant trees that disputed the trails, had many bitter experiences, and true heroism was necessary then, not only in meeting the hazards of the wilderness but in treating serious cases far from hospitals and often without desired medicines. Tacoma always has been blessed with an able body of physicians. One reason for this, it recently was written in a government report, is that there are no medical colleges in the Northwest to give us the poor and indifferent as well as the good. The medical fraternity in Tacoma never was stronger in intelligence than it is at present and it never has been so active in helping the public to prevent disease, as well as to cure it. The recent strengthening by the city authorities of the power of city health department was received with satisfaction by the public. The physicians have led in every movement toward good health. They have enforced milk inspection; their work pioneered the way to the county's excellent tuberculosis sanitorium; inspection of school children was brought about by them. A large part of the modern physician's time and thought are devoted to the prevention of disease. It is a labor for which he receives no pay.

Elsewhere in this work there appears brief comment on the advancement of surgery in Tacoma and of the development of specialists. The city well may be proud of her medical men.

The members of the Pierce County Medical Society are:

Dr. H. Allan, Tacoma
Dr. J. Armstrong, Tacoma
Dr. I. P. Balabanoff, Tacoma
Dr. M. L. Balabanoff, Tacoma
Dr. R. O. Ball, Tacoma
Dr. A. W. Bridge, Eatonville
Dr. Warren Brown, Tacoma
Dr. E. M. Brown, Tacoma
Dr. J. R. Brown, Tacoma
Dr. P. R. Brenton, Tacoma
Dr. S. D. Barry, Puyallup
Dr. Elwin Brown, Tacoma
Dr. A. E. Braden, Tacoma
Dr. C. J. Brobeck, Tacoma
Dr. C. E. Case, Tacoma
Dr. E. L. Carlsen, Tacoma
Dr. T. B. Curran, Tacoma
Dr. W. G. Cameron, Tacoma
Dr. P. B. Carter, Tacoma
Dr. B. X. Corbin, Tacoma
Dr. H. W. Dewey, Tacoma
Dr. J. W. Doughty, Sedro-Woolley
Dr. E. Drake, Tacoma
Dr. H. P. Dana, Tacoma
Dr. C. H. DeWitt, Sr., Tacoma
Dr. C. H. DeWitt, Jr., Tacoma
Dr. E. J. Fifield, Tacoma
Dr. A. N. Flynn, Tacoma
Dr. B. H. Foreman, Tacoma
Dr. C. P. Gammon, Tacoma
Dr. A. E. Goldsmith, Tacoma
Dr. Royal A. Gove, Tacoma
Dr. D. A. Gove, Orting
Dr. R. S. Garnett, St. Augustine, Fla.
Dr. W. V. Gulick, Ft. Steilacoom
Dr. J. F. Griggs, Tacoma
Dr. H. R. Green, Tacoma
Dr. G. S. Hicks, Tacoma
Dr. J. A. LaGasa, Tacoma
Dr. T. H. Long, Ashford
Dr. C. R. McCreery, Tacoma
Dr. W. B. McCreery, Tacoma
Dr. J. B. McNerthney, Tacoma
Dr. S. M. MacLean, Tacoma
Dr. S. W. Mowers, Tacoma
Dr. W. A. Monroe, Tacoma
Dr. W. Mitchell, Sumner
Dr. R. C. Morse, Puyallup
Dr. E. A. Montague, Tacoma
Dr. A. G. Nace, Tacoma
Dr. A. Osborne, Tacoma
Dr. Eva St. Clair Osborne, Tacoma
Dr. F. E. Pratt, Tacoma
Dr. W. W. Pascoe, Tacoma

Dr. B. E. Paul, Tacoma
Dr. J. O. Post, Tacoma
Dr. Mary F. Perkins, Tacoma
Dr. W. B. Penny, Tacoma
Dr. C. Quevli, Tacoma
Dr. J. B. Robertson, Tacoma
Dr. F. W. Rinkenberger, Los Angeles, Cal.
Dr. E. B. Rhea, Tacoma
Dr. W. D. Read, Tacoma
Dr. A. E. Reynolds, Tacoma
Dr. E. A. Rich, Tacoma
Dr. J. L. Rynning, Tacoma
Dr. T. C. Rummell, Tacoma
Dr. L. B. Simms, Tacoma
Dr. F. A. Scott, Tacoma
Dr. G. M. Steele, Tacoma
Dr. F. W. Southworth, Tacoma
Dr. J. W. Snoke, Tacoma
Dr. G. D. Shaver, Tacoma
Dr. T. F. Smith, Tacoma
Dr. F. J. Schug, Tacoma
Dr. J. R. Steagall, Tacoma
Dr. F. J. Stewart, Tacoma
Dr. J. L. Hutchinson, Tacoma
Dr. R. H. Harrison, Tacoma
Dr. Evan Hyslin, Tacoma
Dr. J. E. Henry, Tacoma
Dr. C. D. Hunter, Tacoma
Dr. H. J. Hards, Tacoma
Dr. E. O. Houda, Tacoma
Dr. G. O. Ireland, Tacoma
Dr. K. Ito, Tacoma
Dr. H. S. Judd, Tacoma
Dr. C. James, Tacoma
Dr. E. Janes, Tacoma
Dr. J. Keho, Tacoma
Dr. G. G. R. Kunz, Tacoma
Dr. C. H. Kinnear, Tacoma
Dr. W. N. Keller, Ft. Steilacoom
Dr. W. M. Karshner, Puyallup
Dr. J. P. Kane, Fern Hill
Dr. C. E. Laws, Tacoma
Dr. G. A. Libby, Tacoma
Dr. O. W. Loughlin, Tacoma
Dr. L. L. Love, Tacoma
Dr. P. B. Swearingen, Tacoma
Dr. T. R. Steagall, Tacoma
Dr. A. C. Stewart, Ft. Steilacoom
Dr. R. C. Schaeffer, Tacoma
Dr. W. R. Tymmons, Gig Harbor
Dr. C. E. Taylor, Ft. Steilacoom
Dr. W. B. VanVechten, Tacoma
Dr. C. E. Whitney, Sumner
Dr. H. J. Whitacre, Tacoma
Dr. E. C. Wheeler, Tacoma
Dr. W. R. Whitnall, Puyallup
Dr. G. C. Wagner, Tacoma
Dr. P. S. Wing, Tacoma
Dr. C. Stuart Wilson, Tacoma
Dr. H. A. Wall, Tacoma
Dr. J. R. Yocom, Tacoma
Dr. J. S. Davies, Tacoma
Dr. R. A. Morse, Tacoma
Dr. R. S. Miles, Tacoma
Dr. J. L. Courtright, Tacoma
Dr. J. A. Walker, Dupont
Dr. C. W. Hall, McKenna

POSTMASTERS AND DATES OF APPOINTMENT

Of New Tacoma—Wm. H. Fife, July 6, 1874; Charles Evans, March 3, 1882; L. E. Sampson, September 5, 1883. May 15, 1884, the name was changed to Tacoma. J. C. Weatherred was appointed March 7, 1888; John D. Hogue, March 29, 1889; A. B. Case, May 10, 1893; O. B. Hayden, September 17, 1897; J. B. Cromwell, Aug. 25, 1899; H. L. Votaw, March 22, 1905; Frank L. Stocking, February 23, 1911; Calvin W. Stewart, January 30, 1915.

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A SHORT LIST OF BOOKS AND MAGAZINE REFERENCES
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Frank H. Ross

BIOGRAPHICAL

COLONEL FRANK C. ROSS.

Probably no resident of Tacoma has done more to further the growth and improvement of Tacoma than Colonel Frank C. Ross, whose efforts have been particularly notable in laying out the broad highways which add so much to the beauty of the place. He was born in Pittsfield, Pike county, Illinois, March 20, 1858, a son of Marcellus and Martha A. Ross, mentioned elsewhere in this work. He arrived in Tacoma December 23, 1879, and was first employed as a waiter in the Halstead Hotel, working three weeks for his board. He afterward worked for two weeks on Pacific avenue, shoveling gravel, and afterward spent three weeks in the employ of Hatch & Forbes at their sawmill, which was located where the Commercial bridge now spans the Northern Pacific tracks. He afterward accepted a position in the Northern Pacific car shops, where he worked for five months, when in connection with his brother, Charles K. Ross, he attended the Chehalis fair, selling cigars, confectionery, California fruit, lemonade, etc. They cleared three hundred and twenty-one dollars at the fair and in 1880 they conducted a similar business in Tacoma, Frank Ross having charge of the Tacoma interests, while his brother acted as news agent on the Northern Pacific Railroad from Tacoma to Kalama. The brother was killed in 1883 by falling from a train near Yelm, after which Colonel Ross sold his business to Eli Roberts and opened a real estate office in his building at the southeast corner of Pacific avenue and Eleventh street. It was Colonel Ross who sawed the logs on South Ninth street from St. Helens avenue to E street so as to be able to run a wheelbarrow up the hill to where he was clearing the first lots he bought in New Tacoma—lots 3, 4 and 5 in block 909, which he purchased in 1881 from the Tacoma Land Company for two hundred and twenty-five dollars and which he afterward sold for one thousand dollars to E. R. Rodgers of Portland, Oregon.

In 1881 Ross brothers bought the southeast corner of Pacific and Eleventh streets, Tacoma, where the People's Store now stands, for seven hundred and fifty dollars, and Colonel Ross sold the property a few years later to W. B. Allen for ten thou-

sand dollars. He platted Ross' first addition, which lies directly across from the College of Puget Sound, at which time it was covered with standing timber. He bought lots 1 and 2 in block 910 of the Tacoma Land Company for two hundred and twenty-five dollars and sold them for seventeen thousand five hundred dollars. He bought four lots at the southwest corner of Ninth street and Tacoma avenue of Gon Murray and wife for five thousand dollars and sold them later to Masterson & Stewart for twenty-five thousand dollars cash. He bought ten acres on section 6 for six thousand dollars and sold it to Walter J. Thompson for seventeen thousand five hundred dollars.

In 1889 and 1890 he and his business associates incorporated the Tacoma & Lake City Railroad & Navigation Company and Colonel Ross furnished the capital to build this road, which started at the intersection of Union avenue and the Point Defiance car line and terminated at Lake City on the north side of American Lake. He afterward sold the road to the Union Pacific Railroad Company but reserved the steamers and boats on the lake. He was offered seventy-five thousand dollars more for the road by the Northern Pacific than he was offered by the Union Pacific Company but declined the more advantageous financial proposition, preferring to see a new railroad enter Tacoma, realizing what it would mean for the business development of the place. Charles Francis Adams, president of the Union Pacific Railroad; Virgil G. Bogue, chief engineer; Sidney Dillon and Alvin Ames, the largest stockholders in the company, met with Mr. Ross at his office in the Mason block, where the deal was closed.

During 1891 and 1892 Ogden & Bosworth surveyed a railroad line for Colonel Ross from Gig Harbor by way of Bremerton, crossing Hoods Canal to Chimacum Valley and north to Port Hadlock and Port Townsend. The Union Pacific Railroad Company was to build this road, but went into the hands of a receiver. Later King & Dickinson took up the proposition with Colonel Ross in behalf of the Northern Pacific Railroad. They had barely started on the work when this company went into the receiver's hand. The whole matter was then dropped.

During 1889 and 1890 Colonel Ross procured contracts from the Indians for over fifteen hundred acres of their patented tide marsh grass lands, the consideration being between seventy-five and one hundred and fifty dollars per acre. On March 3, 1903, the United States government, through an act of congress, sent

three commissioners to Tacoma and procured from the same Indians contracts to sell the same lands which Colonel Ross had under contract. This commission agreed to pay the Indians from twenty-five to fifty dollars per acre, one-third cash and the balance in five annual installments. The commission sold the lands at those figures but Colonel Ross never contested the government's rights in the United States supreme court to sell these lands.

In 1892 Colonel Ross began the construction of a railroad built by the Puyallup Indians along the shore of the Sound between Tacoma and Seattle. The United States government, Grover Cleveland being then president, sent Captain Carpenter, an old Indian fighter, with troops from Vancouver, Washington, barracks to Tacoma to stop the colonel from working on the Puyallup Indian reservation. The troops got off at the railroad station, which was located on Triangle block on the west side of the Northern Pacific tracks and Railroad avenue at Seventeenth street. They were marched up and down Pacific avenue to the old George E. Starr and North Pacific steamer landing at the North Pacific wharf, whence they were transferred to Brown's Point. The next day Captain Carpenter sent the soldiers to stop the Indians from working. A hand to hand battle raged, with no shots fired. The captain then ordered his soldiers to retire, at the same time serving notice on Colonel Ross that there would be shooting tomorrow if he persisted in working the Indians on their own land. In the early morning following Colonel Ross' attorneys, Judge Fremont Campbell, General A. J. Baker and Charles Woodworth, having secured a writ from the courts of King county, Sheriff Charles Woollery captured Captain Carpenter in his tent and after a short parley had him arrested and taken to court in Seattle, where a decision was rendered in favor of Ross. The government took the matter to the United States court, where Judge C. H. Hanford sustained Ross, but upon further appeal by the government to the court of appeals in San Francisco, the decision was reversed. Later Colonel Ross bought the tide lands from the state in front of the patented Indian lands, thereby defeating the government. It is through this fight with the United States government troops that Mr. Ross was given the title of colonel.

In 1897 Colonel Ross procured a franchise across the flats on Railroad avenue from the city council and county commissioners and then went to Seattle, where he secured a franchise through the lands on the flats in King county. This franchise was secured

by Malcolm MacDougall, a prominent capitalist of Seattle, who raised three million dollars in Canada to build this shore line railroad. He asked for additional rights of way over tide land streets at Tacoma through their attorney, General J. M. Ashton. The city council, however, delayed and opposed the project until Mr. MacDougall became disgusted and dropped the whole matter. At that time Colonel Ross had an option in Seattle on tide flat lands between Occidental and Oriental avenues for three hundred thousand dollars. Colonel Ross next became interested with Fred E. Sanders in securing a franchise from the city of Tacoma for a street railway line to connect the two cities by way of White and Stuck river valleys, with a cut-off over the hills from Auburn to Tacoma. Colonel Ross and Charles Varner, having prospected this hill route through the timber, knew it was practical and showed it to George W. Chapman, who then procured the right of way from the owners for Mr. Sanders, Stone & Webster buying the Sanders route on which the present Seattle-Tacoma interurban line was built.

Colonel Ross named all the streets on the tide flats east of the Puyallup river. Sitcum avenue, an Indian name, which means one-half, was formerly the dividing line between Pierce and King counties. When the Puyallup Indian reservation existed, that street divided the county and city. Lincoln avenue is one hundred and twenty feet wide and two miles long. Puyallup boulevard, one hundred and forty feet wide, extends from the Sound back to Lincoln avenue and points on the center peak of Mount Tacoma. All the rest of the streets were given Indian names, named after the most prominent rivers in western and eastern Washington, and are parallel to Puyallup boulevard. These streets are one hundred feet wide. The east and west streets were named after intimate friends of Colonel Ross. The Washington state harbor commissioners accepted Colonel Ross' plat at Olympia Washington. Colonel Ross sold the Dupont powder works, the nine hundred and seventy-three acres of uplands adjacent to Nisqually flats for twenty-five thousand dollars, and their principal manufacturing buildings are located on this land. Upon the same tract Ulysses Grant camped when it was old Fort Nisqually.

Colonel Ross was associated with Fremont Campbell, Jerry Meeker and George Taylor in platting the town site of Hyada Park. The others all accepted his plan of parked streets and Jerry Meeker gave them Indian names.

In 1904 Colonel Ross and Judge Fremont Campbell assisted E. J. Felt in getting a franchise for the Pacific Traction Company, which he and associates organized, on Pacific avenue, Cliff avenue and other streets for the construction of an electric road to American Lake. Colonel Ross had surveyed a straight line diagonally across the Tacoma Land Company's property from Sprague street at the baseball grounds to the old Tacoma avenue and Lake City railroad grade in the Oakland addition, and procured the right of way from that company for Mr. Felt. Later the Pacific Traction Company sold their road to Stone & Webster, representing the General Electric Company.

In 1905 Colonel Ross and Allen C. Mason sold the Chicago & Milwaukee Railroad Company ninety acres of ocean and rail terminal tide lands for ninety thousand dollars. The company has up to the present time spent over two million dollars in constructing ocean warehouses and railroad terminals on this filled-in land. This was the first purchase made by the railroad company after deciding to build to Puget Sound. Colonel Ross also platted Ross' second addition, which joins the terminus of the Chicago, Milwaukee & St. Paul on the tide flats. He was instrumental in getting plank roads on Lincoln avenue and Sitcum avenue, and also instrumental in the building of two Puyallup river bridges, one at Eleventh street and one at Canal street.

Mr. Ross called a meeting of property owners at the Fife schoolhouse June 24, 1916, to discuss the platting of boulevarded streets on the old Puyallup Indian reservation of eighteen thousand acres adjacent to Tacoma before the land could be platted into lots and streets without regard to system. He has named this district Greater Tacoma. Sixty people were present at the meeting and a committee of ten were elected and formed the Pierce County Boulevard Association, of which Frank C. Ross was elected president, Henry Sicade, vice president, R. P. Milne, secretary, and Louis Johnson, treasurer, these officers working with Harry Johnston, James Menzie, James R. O. Farrall, Ed Dube, H. T. Engoe and D. Bertelson. Colonel Ross is now working hard to have a state paved road from Seattle over the hills south through Julia's gulch, Lincoln avenue, River street, East L street, Thirty-fourth street and East G street, following the street car tracks by way of the Lincoln high school, South Tacoma, Tacoma Speedway, Steilacoom Hospital, Nisqually Flats, Puget City and Priest Point Park to Olympia. He secured the consent of the county commissioners for surveying a

side hill road from Lincoln avenue west by way of Brown's Point and Dash Point to the King county line at Fairview, and from that point the King county commissioners will survey the extension of the line to Dumas Bay, Lakota and east to connect with the McClellan Pass highway at Auburn. He recommends that this road be constructed jointly by the counties of Pierce and King and called Inspiration driveway.

Colonel Ross does not belong to any church, secret orders or clubs, and is independent in politics. He concentrates his efforts upon his business affairs, and his active operations in the real estate field have led to the development of some of the most important municipal interests and improvements in accordance with the ideas of modern city building. He has thirty-three acres of land at Gig Harbor which he is improving—laying out the district as a beautiful park. There he makes his home with his mother, and it is his purpose to leave the place to the city for park purposes. With wonderful prescience he has recognized the opportunities for modern city planning and building. He is a great believer in small parks, claiming they are the lungs of all great cities. His has been the vision that has enabled him to see what might be accomplished and to work toward ends that not only benefit the city at the present time but will be enjoyed by her people for years to come. He prophesies that within twenty-five years the retail business center of Greater Tacoma will be two miles east of the present center, and that property on Lincoln avenue, Eleventh street and Puyallup boulevard will sell for more per front foot than will property on Pacific avenue and Broadway.

CHARLES B. HURLEY.

The Hurley-Mason Company, general contractors with offices at Tacoma, Spokane, Seattle and Portland, is one of the leading firms in that line of business in the northwest, and its president is Charles B. Hurley, of Tacoma. He was born in Philadelphia, Pennsylvania, on the 7th of April, 1861, of the marriage of William Hopkins and Almira Frances Hurley. The father was born in September, 1826, and, although he had but limited educational opportunities in his youth, he was a keen observer and read widely and became an unusually well informed man. As a boy he entered the employ of Abbott-Johns, dry goods

merchants of Philadelphia, and remained with that concern for thirty-two years. He worked his way up rapidly and in time became the senior partner of the firm, which in the meantime had become Johns-Berry, and later Berry-Hurley, and was recognized as a leader in the importing and jobbing of silks, woolens, etc., in the Atlantic coast cities. In 1875 the partnership was dissolved and Mr. Hurley retired from active business. He died in 1902. He was married in Philadelphia in 1853 to Miss Almira Frances Bender, and they became the parents of three children, William H., Harry and Charles B.

Charles B. Hurley attended the public schools for some time and later was a student in a private school, where he prepared for the University of Pennsylvania, which he attended until 1878. He then entered the employ of the Northern Pacific Railroad as civil engineer and worked for them in Montana and North Dakota for two years, after which he went to Mexico City, Mexico, where he was employed as civil engineer by the Mexican National Construction Company. In 1884 he returned to Philadelphia and became division engineer of the New Jersey Central Railroad. In 1886 he became connected with the Baltimore & Ohio Railroad and was made assistant engineer in charge of the construction of the bridge across the Schuylkill river in Philadelphia. Then he reentered the employ of the New Jersey Central Railroad as assistant engineer with headquarters in Elizabeth, New Jersey, where he remained until April, 1886.

Mr. Hurley next removed to Pittsburgh, Pennsylvania, where he served as vice president and general manager of the Pennsylvania Natural Gas Company until 1888, when the company was consolidated with several other concerns and he disposed of his interest therein. For some time he operated independently in oil and gas in Pennsylvania and Indiana, but on the 3d of May, 1889, disposed of his interests and came to Tacoma, having been employed to come by Charles B. Wright, "the father of Tacoma." Mr. Hurley was general manager of the Tacoma Light & Water Company until that corporation was sold to the city of Tacoma, when he became receiver for the old Point Defiance Railroad Company, whose affairs he managed until 1895. He then associated himself with W. W. Seymour, Judge John F. Dillon and Edmund Seymour in the purchase of the Tacoma Gas & Electric Light Company, the officers being as follows: W. W. Seymour, president; Charles B. Hurley, vice president and general manager; and F. C. Brewer, secretary and treasurer. The other

two men mentioned served as directors. In 1904 Mr. Hurley sold his interest in that concern and organized the Hurley-Mason Company general contractors, with offices at Tacoma, Spokane, Portland and Seattle. Mr. Hurley is president of the company and gives his personal attention to the conduct of the business. Among the notable structures which the company has erected in Tacoma are the Perkins building, the Tacoma building, Northern Pacific Railway station, the Home Telephone Company building and the chimney for the Tacoma Smelting Company, which at that time was the highest chimney in the world, measuring three hundred and seven feet and six and three-quarter inches in height. The concern has done notable building all over the northwest.

Mr. Hurley was married in Portland, Oregon, on the 21st of January, 1891, to Miss Ada McCraken, by whom he has two children: Catharine, who is attending the Finch school in New York city; and Charles B., Jr., ten years old, who is a student in the public schools.

Mr. Hurley is a republican. He holds membership in the Commercial Club, the Union Club, the Tacoma Country and Golf Club, the Arlington Club of Portland, Oregon, the Spokane Club and the Spokane Country Club, both of Spokane, Washington, the University Club of Seattle, the University Club of St. Paul, Minnesota, and the Pittsburgh Club of Pittsburgh, Pennsylvania. Mr. Hurley has been too busy to engage continuously in community endeavor, but now and then he throws his enthusiasms and energies into a public cause, and always with commendable results. He always has been a directing force in the work of the city's commercial bodies and has served again and again on important committees. He has a wide acquaintance and an equally wide popularity.

WILLIAM L. DAVIS.

Prominent among the energetic, far-sighted and successful business men of Tacoma is William L. Davis, and a twelve story building, seventy-five by one hundred and twenty feet, is the home of the great furniture establishment of which he is the head. He has gradually worked his way upward in commercial circles and today is the controlling factor in one of Tacoma's chief commercial enterprises—one maintaining the highest standards in its personnel, in its methods and in the lines of merchandise carried.

Wm. L. Davis

Mr. Davis was born in Galena, Illinois, July 4, 1857, a son of Alexander C. and Helen Mary Davis. After attending the public schools he continued his studies in the normal school at Galena and was graduated therefrom on the 17th of June, 1873.

In August of the same year he went to Fort Wallace, Kansas, where he became manager of the Fred Harvey Hotel. A year later he was given charge of the Fred Harvey cattle ranch in that district and continued in that position for one year, after which he engaged in the cattle raising business on his own account for three years. At the expiration of that time he sold out and went to Las Vegas, New Mexico, where he conducted a freighting business between that point and Santa Fe; then removed to Alamosa, Colorado, and took charge of the Perry Hotel for a brief period before becoming a resident of Gunnison, Colorado, having secured a contract for carrying the United States mail between there and Pitkin, Colorado. Nine months later he moved to Ruby, in the same state, and devoted four years to mining. He then moved to Deadwood, South Dakota, where he had charge of the Evans and Northwestern transportation lines, the Standard Oil Company and Arbuckle Brothers Coffee Company, and was secretary-treasurer of the Northwestern Loan Company. Energy and close application had even been characteristic of his business career and brought him advancement through all the years up to that point.

On leaving South Dakota in March, 1888, Mr. Davis came to Tacoma, and throughout the entire period of his residence here has been identified with the furniture trade. He first accepted the position of manager with F. S. Harmon & Company, where he remained for two years. In April, 1890, in partnership with Charles E. Horton, under the firm name of Davis & Horton, he entered the retail furniture business at 2418 Pacific avenue, where they had a floor space twenty by one hundred feet. In 1891 they secured larger quarters by removal to the Morrison block, at the corner of Pacific avenue and Twenty-fourth street, where they had a floor space seventy-five by one hundred and twenty feet. The business soon outgrew this location, however, and 1894 saw the firm located in the John S. Baker building, at the northwest corner of Pacific avenue and Fifteenth street. This building was used for the display of samples only, and during their occupancy of it two warehouses were used for stock. One was located in Commerce street, between Fifteenth and Seventeenth, a four story building fifty by one hundred feet, and

the other, a three story building and basement building, at Fourteenth and A streets.

In 1902 C. F. L. Smith was taken into the partnership and the firm name changed to Davis, Horton & Company. In July of that year the business was moved to the corner of Pacific avenue and Nineteenth street, occupying all the five story brick building, one hundred by one hundred and twenty feet. Mr. Horton withdrew from the business in 1906, and shortly thereafter W. E. Burgess became a partner and the style of the firm name was changed to Davis, Smith & Company. The business was continued in the Pacific avenue and Nineteenth street location until May, 1908, when the present twelve story building, erected for the firm on the northeast corner of Pacific avenue and Fifteenth street, was ready for occupancy. In March, 1913, Mr. Davis purchased his partner's interest and the firm name was changed to Wm. L. Davis & Sons.

From its small beginning in 1890, this business has steadily expanded with the growth of Tacoma, and today is one of the largest exclusive furniture and house furnishing establishments in the Pacific northwest. Its lines of merchandise and facilities are most varied in character, embracing every requisite for furnishing the humblest home, the most pretentious mansion, hotel or public building. In greatest measure this has been due to the untiring efforts of the subject of this sketch. During all these years he has kept in close touch with the needs of the business and the changing demands of its patrons, always insisting on a policy of absolute fairness.

In October, 1887, Mr. Davis was married, in Santa Maria, California, to Miss Mary Ellen Phelps, and they have become parents of five children: Lambert L., twenty-seven years of age, who is a graduate of the University of Pennsylvania and now a partner in the firm of Wm. L. Davis & Sons; Don Phelps, twenty-six years of age, also a University of Pennsylvania man and a partner in the firm; Frederick Evans, twenty-four years of age, who completed his education in the same school; William McKinley, twenty-one years of age, who was educated at DeKoven Hall, Tacoma, is a graduate of the Taft School for Boys at Watertown, Connecticut, and is now in charge of the carpet department of the firm of Wm. L. Davis & Sons; and Dorothy, who attended the Annie Wright Seminary, Tacoma, St. Mary's School, Peekskill, New York, and took a course in the New York Institute of Music and Art.

They are members of the Episcopal church, and Mr. Davis gives his political allegiance to the republican party, but the honors and emoluments of office have no attraction for him. He belongs to the Commercial, the Tacoma Country and Golf and the Tacoma Yacht Clubs. The way of opportunity has ever marked the path of his success. While he has never been actuated by any spirit of vaulting ambition, he has never been afraid to venture where favoring opportunity has led the way. Fortunate in possessing character and ability that inspire confidence in others, the simple weight of this trait has led him into important commercial relations.

CHARLES S. STOCKING.

Charles S. Stocking, who is vice president and traveling salesman of the Pacific Glass & Paint Company of Tacoma, has demonstrated his ability and enterprise in the successful conduct of the affairs of this corporation. He was born in Burrville, Connecticut, on the 8th of May, 1879, a son of Frank L. and Harriet L. (Smith) Stocking. He attended the public schools in his native town until he was about seven years of age, when he was taken by his parents to Denver, Colorado, where he continued his education for some time. Subsequently he was engaged in ranching with his father for a year and still later removed to Greeley, Colorado, where he attended school until 1891, in which year removal was made to Tacoma. He continued his studies in the schools of this city and was graduated from the high school in 1898.

Not long afterward Mr. Stocking entered the employ of the Wheeler-Osgood Lumber Company and worked in their mill for about three weeks. He then accepted a position in the office of the assistant general superintendent of the Northern Pacific Railroad and after serving as clerk for six months was made call boy and clerk in the office of the trainmaster, Pacific division of that company, and held that position for a year. He then went to the Philippine Islands as a stenographer in the United States government department of post but four years later resigned that position and became stenographer for Condert Brothers, international attorneys. He only remained with them for three months, however, and then returned to Tacoma. For a short

time he worked as a laborer in the employ of the Pacific Glass & Paint Company, but in February, 1905, met with an accident which temporarily incapacitated him for work. While convalescing he was employed in the office of the company for six weeks and at the end of that time was made salesman and manifested so much ability and such a thorough grasp of the business that in February, 1907, he was made vice president. The company manufactures a general line of paints and deals in painters' supplies of all kinds. It has built up a large trade and has gained an enviable reputation for the high quality of its goods and for fair dealing.

Mr. Stocking was married in Tacoma on the 12th of June, 1912, to Mrs. Marie Larsen. His political endorsement is given to the republican party, and he discharges to the full all of the duties of a good citizen, although he has never sought office. He holds membership in the United Commercial Travelers and also belongs to the Commercial Club. He is interested in everything pertaining to the business development of Tacoma and has been very successful in directing the affairs of the Pacific Glass & Paint Company. He not only stands high in business circles but he is also popular personally, his salient characteristics being such as invariably command respect and regard.

E. V. WINTERMOTE.

E. V. Wintermote, secretary and treasurer and part owner of the Puget Sound Lumber Company, is one of the leading business men of Tacoma, where he has resided since 1897. His birth occurred in Tennessee on the 20th of October, 1861, and he is a son of Joseph E. and Maria J. Wintermote. The father was engaged in manufacturing artillery harness for the Confederate government during the early part of the Civil war but after the fall of Fort Donelson was forced to remove to Kentucky, where his wife had a brother who was a lieutenant in the Union army. After the war the family removed from Camp Nelson to Versailles, Kentucky, where our subject resided until 1880 and where he received his education. In the year mentioned he removed to Kansas City, where he was employed by the Adams Express Company until 1888. He then secured a position as bookkeeper, which he filled in a most satisfactory manner until

1894, when he became connected with the Arkansas-Missouri Yellow Pine Association and went to St. Louis. He remained in that city for three years but in July, 1897, became a resident of Tacoma. He secured the position of purchasing agent for the McPhee & McGinnity Company of Denver and for sixteen years has held that important position. His connection with the Puget Sound Lumber Company dates from 1905, when he bought an interest in the business, and he has since served as secretary and treasurer of the concern.

Mr. Wintermote is a stalwart democrat in politics but has never had the time nor inclination to hold office. Fraternally he belongs to Lebanon Lodge, No. 104, A. F. & A. M., and to the Modern Woodmen, and his religious faith is indicated by his membership in the Christian church. All who have come into contact with him recognize his enterprise, business sagacity and resourcefulness and in all of his transactions he has conformed to the highest standards of commercial ethics.

MRS. MARY F. BEAN.

Mrs. Mary F. Bean, residing in Tacoma and secretary of the Pierce County Pioneers' Association, is a daughter of John V. Meeker and a representative of one of the early pioneer families of Washington, her father having come to this state when the work of progress and development seemed scarcely begun in the northwest. The daughter Mary was reared in western Washington and in young womanhood married Clarence O. Bean. As county surveyor and in the profession of civil engineering Clarence O. Bean became widely known in Tacoma and Pierce county. He came to the Pacific coast from Wisconsin, having resided near De Soto, that state. It was in 1875 that he left the Mississippi valley and made his way to California, and in 1877 he arrived in the Sound country. His first work was in school teaching at Puyallup and he also taught in an academy at Olympia. However, he was a civil engineer by profession and after devoting some time to teaching he returned to Puyallup, where he later followed his profession, although during the early period of his residence there he engaged in hop raising for two or three years. He afterward became civil engineer in connection with the building of the coal bunkers at Tacoma and con-

tinued to follow his profession independently in Tacoma for eight years. In the field of surveying he did important work and for a year was actively connected with the Northern Pacific Railway & Land Company. He was called to the office of county surveyor and made a creditable record in that position, and as civil engineer he was connected with a number of important projects.

Mr. Bean was united in marriage to Miss Mary F. Meeker, a daughter of John V. Meeker, and to them were born four daughters: Edna B., the wife of H. S. Keigley, by whom she has two children; Mrs. C. R. Boyles, of Tacoma, who has two children; Mrs. C. T. Munn, who has one child; and Mrs. R. L. Cornell, living at Manette, Washington.

In his fraternal relations Mr. Bean is an Odd Fellow and his membership relations extend to the Unitarian church, which he joined on its organization. He is a republican and quite active in politics, doing everything in his power to promote the growth and insure and success of his party. Mrs. Bean has been a member of the Pierce County Pioneers' Association since its organization and is now most acceptably filling the office of secretary. She has always been active in promoting the interests of Washington as far as in her power and she has a very strong attachment for this state, in which she has now long resided, being ever an interested witness of the changes which have occurred and brought about present-day conditions of progress and prosperity.

HAVELOCK C. BOYLE.

Havelock C. Boyle, actively engaged in the real estate business in Tacoma, was born at Eatonville, New Brunswick, December 1, 1879. His father, William Boyle, a native of Canada, was of English and Irish descent. He is a skilled mechanic who in the year 1899 came to Tacoma, where he is still actively engaged in business. He married Agnes E. Walsh, a daughter of the late William Walsh, who was of Canadian birth and of English and Irish lineage. Mrs. Boyle also survives and in fact there has been no break in the family circle caused by the hand of death, for the three sons are also living, namely: Havelock C.; Walter, a resident of Tacoma; and Allan W., living in Virginia.

In the early boyhood of Havelock C. Boyle his parents removed to Ontonagon, Michigan, where he attended the graded and high schools. He afterward became a student in the public night schools of Tacoma, continued his education under Y. M. C. A. instruction and also pursued a night course in Tate's Business College. In 1896, when seventeen years old, he came to Tacoma with his mother and two brothers on a visit. The family, however, decided to make their home here and in 1899 the father removed to this city.

Havelock C. Boyle secured a position with the Pioneer Bindery, in which he was to receive a salary of two dollars per week, but the firm recognized his faithfulness and capability and gave him the munificent sum of three dollars per week. Mr. Boyle says he does not know whether this was by mistake, accident or otherwise, but he was nevertheless rejoiced not only because of the increase but happy to have employment. He resided in Old Tacoma and twice each day walked the distance of two miles. He there continued for some time but afterward secured a better position with the Ray Printing Company and while in their establishment learned the printer's trade. It was during this period that he attended night school, thus perfecting himself for better things and wider opportunities. He afterward took private lessons in stenography and thus qualified for advancement in the business world. He continued to follow the printer's trade for about four years and after he had thoroughly acquainted himself with the business he obtained a situation with W. A. McNeiley, then a prominent dealer in bicycles. Later he was employed by the Commonwealth Title & Trust Company in copying legal documents and in this way he added largely to his fund of knowledge, while the experience constituted the initial step toward his present business connections. His next position was with Calvin Philips & Company, real estate and loan agents, whom he served as a stenographer and collector, continuing with that company in different capacities until January, 1909, when he purchased an interest in the business and became vice president, filling the office until December 1, 1914. From November, 1912, until the 1st of December, 1914, he had charge of the company's branch office in Seattle, conducting it with the greatest efficiency and satisfaction to all concerned. After his withdrawal from that connection he incorporated his present business under the name of Havelock C. Boyle & Company, of which he is the principal stockholder and the president. The firm deals in real

estate, bonds, mortgages and insurance and has a large clientage, the business having now assumed gratifying proportions. Mr. Boyle is a member of the Tacoma Real Estate Association and is serving on its committee on city terminals. He has thoroughly acquainted himself with real estate conditions in Tacoma and has negotiated many important property transfers.

On the 20th of May, 1903, in Tacoma, Mr. Boyle was married to Miss Eva Raleigh, a native of Canada and a daughter of Henry and Elizabeth Raleigh, who were also born in that country. Mr. and Mrs. Boyle have two daughters, namely: Elizabeth Ann, who was born in Tacoma, June 30, 1905; and Eleanor Raleigh, whose birth occurred in Tacoma on the 17th of April, 1910. The family residence is at No. 3222 North Twenty-fourth street.

The religious faith of the family is that of the Methodist church, while the political belief of Mr. Boyle is in accord with the principles of the republican party. He belongs to the Commercial Club, of which he became a charter member, and he stands for all those things which the club projects in its efforts to advance the city's upbuilding and promote its substantial improvement. The word onward is probably emblazoned on his banner, for his entire course has been marked by a steady progression that has brought him out of connection with small things into the realm of large activity, his business affairs featuring as an important element in the commercial interests of Tacoma.

HON. RALPH METCALF.

The record of few men in public life has extended over a longer period than that of Senator Ralph Metcalf, and none has been more faultless in honor, fearless in conduct, or stainless in reputation. One of the most prominent features of his senatorial record was his effort to secure the passage of the primary law, and he is regarded as an authority upon that subject. Many other important legislative acts, too, owe their existence in no small measure to his efforts and influence, and he has long been a recognized leader of the republican party in city and state. Successive steps of progression through the field of journalism and lumber manufacture brought him to his present position.

HON. RALPH METCALF

A native son of New England, he was born in Providence, Rhode Island, in 1861, a son of Alfred and Rosa Clinton (Meloy) Metcalf. The city of Providence had been the home of the Metcalfs through many generations, although the first American ancestor, on coming from Liverpool, England, settled at Dedham, Massachusetts, in 1637 but later followed Roger Williams to Providence. In the maternal line Senator Metcalf also comes from English ancestry. His parents are still residents of Providence.

In the public schools of his native city Ralph Metcalf pursued his education until he had completed a high school course, and later he attended the Brown University and also the University of Michigan. He graduated from the latter with the class of 1883. During his college days at Ann Arbor he was prominent in athletic circles and was manager of a base ball team. When his college days were over he became connected with newspaper publication in Winona, Minnesota, purchasing and editing the Daily Herald. A large share of his newspaper work, however, was done in St. Paul, on the Pioneer Press. After living in St. Paul and Winona for seven years he removed to Tacoma in 1889 and became editor and proprietor of the Tacoma Morning Globe, which he continued to publish until 1893, when he sold his interests in the paper, which at that time was absorbed by the Ledger. Mr. Metcalf turned from journalism to the lumber trade. Becoming connected with the shingle mill business, he organized the Metcalf Shingle Company, which from its inception became a growing and profitable enterprise. In 1902 the business was incorporated with a paid up capital of one hundred thousand dollars, Louis D. Campbell, afterward mayor of Tacoma, becoming president, with Mr. Metcalf as the secretary and treasurer of the company. The plant had a daily output of nearly one million shingles and worked to its full capacity in order to meet the demands of the trade. The company owned and operated two shingle mills, situated at Kelso and at Castle Rock. The business was successfully conducted under the direction of Mr. Metcalf and his assistant officers until 1910, when he sold out and retired from that field, since which time he has concentrated his efforts largely upon his public duties as one of the lawmakers of the state.

Since closing his business Mr. Metcalf has devoted his time to a study of the problems of agricultural development, particularly in the field of rural credit, cooperation and farm market-

ing. He was active in securing the passage of Chapter 18, Laws of 1913, creating a Bureau of Farm Development and providing for county agriculturists. In 1913 he was appointed one of the two representatives of the state of Washington upon the American Commission, which studied rural credit, cooperation and agricultural organization in every country in Europe in that year. He attended the meeting of the commission at Washington, D. C., in December, 1913. The bill then presented to the president resulted in the enactment of the federal farm loan law in 1916. Senator Metcalf devoted the next year to preparing from his notes and a vast amount of material gathered in Europe his report of the European investigation, which was published by the state in March, 1915, under the title "Rural Credit, Cooperation and Agricultural Organization in Europe." This report is recognized by experts as the most valuable work in this field ever published and has given Mr. Metcalf high standing as an authority. He delivered a series of lectures upon this subject before local granges and other farmers' meetings, the state bankers' convention at Walla Walla, Farmers' Union of Washington and Idaho, the National Apple Show, at Spokane, commercial organizations and women's clubs. His exhaustive address before the Farmers' Union was published by the United States government as "Rural Credits in Germany," Senate Document No. 571. The legislature of 1915 authorized him in cooperation with a house member and the attorney general to prepare rural credit legislation for submission to the 1917 session and he devoted the two years to preparing a series of bills covering rural credit, farm marketing and kindred subjects, insisting that permanent substantial prosperity of the cities as well as of the state must be built upon the solid foundation of judicious agricultural development.

While a resident of St. Paul, Minnesota, Mr. Metcalf was married to Miss Edith Simpson, and they have a daughter, Elizabeth. They occupy a prominent social position, equalled by the place of eminence that Mr. Metcalf has obtained in political circles. He became an earnest student of the political questions and issues of the day, carefully weighing all of the signs of the times and directing his efforts along those lines through which, to him, seemed to flow the greatest good to the greatest number. In 1893 he was made chairman of the republican central committee at Tacoma and continued in that position for four years, while in 1908 he was elected to the presidency of the William H.

Taft League of the state. Since 1907 he has represented the twenty-sixth district in the Washington senate and was chairman of the Pierce county legislative delegation during the session. His name is prominently associated with much important legislation. He introduced into the senate and was the foremost advocate of the direct primary law and upon that subject he is a recognized authority. His published address on Direct Primary Legislation, delivered before the University Club, is used as a reference work in the universities of Michigan, Wisconsin, Nebraska and Colorado and in other colleges. Senator Metcalf was one of the early advocates of corporation limitation and of a railroad commission, and his work is interwoven with various other plans and movements which, in their adoption, have resulted to the benefit and upbuilding of the interests of the commonwealth. His concern for Tacoma is indicated by the hearty cooperation which he gives to the work of the Chamber of Commerce and the Commercial Club, and that he is appreciative of the social amenities of life is indicated in his membership in the Union, University and Country clubs, all of these regarding him as a most valued member. His is a well balanced nature in which action has ever accorded with the principles of truth and honor and in which his high sense of duty has found expression in tangible effort for the civic development of the city and state.

GEORGE LESLIE DICKSON.

George Leslie Dickson, now identified with various corporate interests in Tacoma, has made his home in this city since 1882 and for a third of a century has been engaged in the clothing trade, developing one of the foremost establishments of this character in the city. He is imbued with the spirit of indomitable energy and progress which has ever characterized the northwest and is a typical resident of the Puget Sound country. He was born in Troy, New York, in 1852, a son of John and Eliza Dickson, the former a native of the north of Ireland, while the latter was born in Canada. In the acquirement of his education George Leslie Dickson attended the common schools of his native city and the Troy Business College, and started out in life at the carpenter's trade, while subsequently he became a car builder. He has resided upon the Pacific coast since 1876 and in 1882

removed from Sacramento to Tacoma, where the following year he entered mercantile circles in the establishment of a clothing business. In this trade he has since continued, developing one of the leading commercial enterprises of the city, now incorporated under the name of Dickson Brothers Company, of which he is the president. Various other business enterprises have profited by the stimulus of his cooperation. He became one of the directors of the Columbia National Bank upon its organization and is now secretary and treasurer of the Tacoma Mausoleum Association and treasurer of the Longmire Mineral Springs Company. He has also made investments in real estate and is the owner of four business lots on Pacific avenue. His activities have been guided by sound judgment and at all times he has manifested keen insight into business conditions and their possibilities.

In Tacoma, in 1894, Mr. Dickson was married to Miss Minnie McConaha, whose people are residents of Kansas. They have a son, Cecil L., who was born in 1895 and is a student in the Washington University.

Mr. Dickson gives his political allegiance to the democratic party. He has held no public offices save that he has served as trustee of the Tacoma Cemetery for the last twelve or fifteen years. He belongs to Tacoma Lodge, No. 174, B. P. O. E., and the nature and breadth of his interests outside of business circles, where he has won a most creditable place, is indicated in his connection with the Tacoma Commercial Club, the Tacoma Automobile Club, the State Historical Society and the Ferry Museum. This indicates that the spirit of progress actuates him in other relations outside of commercial lines, that he is ever willing to aid and cooperate in the work of promoting Tacoma's upbuilding and progress.

WALTER W. WING.

Walter W. Wing, who has been a resident of Tacoma for twenty-three years, is now a leading representative of its business interests as a member of the firm of Wing Brothers, automobile dealers, located at Nos. 204-6 St. Helens avenue. He was born in Conway, Massachusetts, on the 2d of May, 1874, a son of George B. and Nancy (Boyden) Wing, both of whom were

natives of the old Bay state. The family history has been traced back to Rev. John Wing, who, with his wife, Deborah Ann Wing, emigrated to the new world from England in 1630 and settled in Sandwich, Massachusetts. From them all of the American Wings are descended. George B. Wing engaged in farming in Massachusetts but after his removal to Tacoma in 1882 turned his attention to the real estate business. At length, having accumulated a competence, he retired from active life and is still living in this city at the age of eighty-four years. His wife passed away in January, 1911.

Walter W. Wing spent his early childhood on the home farm and after attending the public schools of Massachusetts he became a student in the Arms Academy at Shelburne Falls, that state. The family removed to Tacoma in 1892, but he remained in the east completing his education until 1893, when he, too, came westward, reaching this city on the 23d of October. He became interested in a laundry business, which he conducted until 1905, when he and his brother, George B. Wing, formed the firm of Wing Brothers and entered the automobile business. They occupy a two story concrete building fifty by one hundred and twenty feet in dimensions at Nos. 204-6 St. Helens avenue, which affords them sixty-two hundred square feet of floor space and also an annex, which gives them six thousand square feet. They have a large repair shop, have a number of air machines, keep on hand a large supply of gasoline, sell all kinds of automobile accessories and have space for the accommodation of a large number of machines. They are also agents for the Reo and Stearns cars and have the territory west of the Cascade mountains, being represented by sub-agents in all of the principal towns in this district. They understand every phase of the automobile business and so manage their affairs that all of their interests return a good profit.

Walter W. Wing was married on the 30th of December, 1911, to Miss Mae Griebler, a daughter of Rudolph and Alberta Griebler of St. Cloud, Minnesota, where the father engaged in merchandising. Mr. Wing has always supported the republican party and he takes a keen interest in public affairs although he has never been an office seeker. He is connected with the Masonic order and is one of the trustees of the Commercial Club, and a member of the Rotary Club, which organizations are important factors in the commercial development of Tacoma. When he first established his garage the automobile business

was in its infancy, and as the industry has developed he has expanded his business, keeping always in the front among the automobile dealers of the city. He is recognized as a man of foresight and good judgment and of sterling integrity and ranks high in business circles. His residence is at No. 1216 North Steele street.

EARNEST F. FREEMAN.

Among the successful attorneys of Tacoma is Earnest F. Freeman, who was born in Emmetsburg, Iowa, on the 30th of September, 1883. His father, F. Freeman, was born in Wisconsin, but in 1875 removed to Palo Alto county, Iowa, becoming one of its pioneers. He engaged in business in Emmetsburg, selling at retail groceries, shoes and notions, and followed mercantile pursuits there for more than a quarter of a century. In the spring of 1915 he retired from active life. He married Miss Melvina Holbrook, a daughter of pioneer settlers of Whitewater, Wisconsin.

Earnest F. Freeman was reared at home and completed a course in the high school at Emmetsburg in June, 1900. In the fall of 1902 he entered the College of Law of the State University of Iowa, from which he was graduated in June, 1905, with the degree of Bachelor of Laws. On beginning his independent career he worked as a clerk in his father's grocery store and later, from 1905 to 1907, was deputy clerk of the fourteenth judicial district of Iowa. He was next employed by Hugh H. Shepard of Mason City, Iowa, as an abstracter of titles.

In the fall of 1907 he came to Tacoma and formed a partnership with A. J. Swindle under the firm name of Swindle & Freeman. Subsequently he entered the employ of Marshall K. Snell and still later of George G. Williamson. He demonstrated his ability in his chosen profession and on the 1st of January, 1912, became a partner in the law firm of Williamson, Williamson & Freeman, which is retained as counsel on one side or the other in much of the important litigation in the courts of this county. He is also secretary-treasurer and a director of the Mountain View Development Company, which is engaged in developing a beautiful modern burial park with perpetual care.

Mr. Freeman was married on the 14th of July, 1909, in Seat-

tle, Washington, to Miss Vera V. Hotelling, a daughter of Addison H. and Nellie L. Hotelling. Mrs. Freeman's mother is probably the only person living today who attended the University of Iowa during the time of the Civil war. Her father, who was one of the first settlers of Cerro Gordo county, Iowa, was at the time of his death one of the largest landowners in that county. Mr. and Mrs. Freeman have become the parents of a daughter, Corinne Mae, now five years of age.

Mr. Freeman indorses the principles of the republican party. In addition to serving as deputy clerk of the fourteenth judicial district of Iowa from the 1st of September, 1905, to the 1st of January, 1907, he held the office of city clerk of Emmetsburg, Iowa, from April 1, 1906, to January 1, 1907. He belongs to the Country Club and is a member of the Masonic order, in which he held several minor offices during the years 1912, 1913 and 1914. Although taking the interest of a good citizen in politics, he has devoted the greater part of his time and attention to his professional work and his advancement at the bar has been highly creditable to his ability and industry.

JAMES BUCHANAN.

James Buchanan, of Tacoma, is the president of the Puget Sound Lumber Company, which he organized in 1901 and which is one of the most successful and most progressive concerns in that field of activity. His birth occurred in Ontario, Canada, on the 12th of July, 1873, and his father, John A. Buchanan, was a native of New York. He was a lumberman and was well known in business circles of his community. His demise occurred at Tacoma in 1913, when he had reached the venerable age of ninety-seven years. His wife, who bore the maiden name of Sarah Deary, was born in Ontario and died in 1906 when sixty-six years old.

James Buchanan received his education in the public schools of Paris, Ontario, and after putting aside his textbooks became connected with the lumber business, in which he has since continued. In 1891 he and his brother, J. C. Buchanan, built a mill in Paris, which they operated for two years. They then went to Newfoundland, where they established themselves in the mill business. After spending two years there they went to Graven-

hurst, Ontario, where they remained until 1898. In that year they came to Tacoma and built a shingle mill at Twenty-first and Dock streets. Mr. Buchanan of this review engaged in business there until 1901, when he founded the Puget Sound Lumber Company, which is an incorporated concern and of which he is president and E. V. Wintermote secretary and treasurer. They own the entire business, which has now reached extensive proportions, and they are recognized as important factors in lumber circles in the northwest. The original plant had a capacity of about twenty thousand feet but it has been enlarged from time to time and now cuts two hundred and fifty thousand feet per day. The plant, which is six hundred by four hundred feet in dimensions, is the most modernly equipped sawmill in Tacoma and handles all of its output by two electric cranes, which have a capacity of five hundred thousand feet per day, although all of the other mills on the Pacific coast still use horses or trucks. The cranes have proved very much more efficient than the old methods and are worked by only six men. The plant runs night and day, steady employment is furnished to one hundred and forty men, the company is generally recognized as one of the important assets of Tacoma. About half of its product is sold in this country and half is sent to foreign markets.

Mr. Buchanan married Miss Nora Lind, a native of Tacoma, and they have three children, James, Jr., Mildred B. and Wilbert, all born in this city.

Mr. Buchanan supports the republican party at the polls but has been too much occupied with the development of his extensive business interests to take an active part in politics. He has been quick to recognize opportunity and prompt in taking andvantage of it, and in the management of his affairs has displayed not only enterprise and agressiveness but also a keen insight into business conditions.

HON. ANGELO VANCE FAWCETT.

Hon. Angelo Vance Fawcett, Tacoma's popular and efficient mayor, serving for the third term and each time receiving election by a vote that gave him a large majority over his opponent, is recognized as one of the most reliable, progressive, farsighted and courteous public officials of the northwest. To believe in a

HON. ANGELO V. FAWCETT

cause with Mr. Fawcett is to attempt to secure its adoption. Upon any vital question his position is never an equivocal one and his support of any measure is the expression of his honest belief in its value. He was born in Knox county, Ohio, on the 6th of March, 1846. His father, Philip Fawcett, also a native of Ohio, was a son of Arthur Fawcett, who was born in the north of Ireland and became the founder of the American branch of the family. He arrived in the new world when a youth of fourteen years and settled in Pennsylvania, where he married a lady of German birth. He became a most successful agriculturist, as did his son, Philip Fawcett, who, however, at the time of the War of 1812 put aside all business considerations and personal interests, joining the American army as a private. He died at Saybrook, Illinois, at the age of sixty-seven years. His wife, who bore the maiden name of Martha Ellen Vance, was a native of Ohio and died in 1864 in Logan county, Illinois, whither she went with her husband and children in the year 1852. She was but thirty-eight years of age at the time of her demise. In the family were four sons and two daughters, but one of the daughters died in early girlhood. The four sons are yet living. Angelo Vance is the eldest of this family, the others being Francis M., who is now a retired merchant living in Tacoma; Philip Douglas; and John Arthur.

Angelo Vance Fawcett acquired his early education in the common schools of Dewitt county, Illinois, having the privilege of attending through the three months' winter term, while during the remainder of the year his attention was largely given to the work of the fields. When seventeen years of age he entered the Wesleyan University at Bloomington, Illinois, and there continued his studies until after the outbreak of the Civil war, when he laid down his textbooks in order to shoulder a gun and go to the front. He joined the army in 1864, at which time he became a member of Company E, Seventh Illinois Volunteer Infantry, with which he continued until the close of hostilities. The company of which he was a member went into the battle of Alton Pass, Georgia, with sixty men and came out with sixteen survivors, Mr. Fawcett being among the wounded. After the close of the war he followed various lines of employment and at length he sold a young colt which his father had given him for the sum of one hundred and ten dollars. With this money he went to McLean county, Illinois, and began the task of learning telegraphy, after which he followed the profession in the employ of

the Chicago & Alton Railroad Company and devoted six years to railroad service. He afterward became a commercial traveler, representing the Kingman Company of Peoria, Illinois, a firm engaged in the manufacture of wagons and farm implements. He started with a salary of sixty dollars per month, but so successful and capable was he that before the end of two and a half years he was receiving a salary of three hundred and fifty dollars per month and his expenses.

At length his attention was attracted to the northwest. His cousin, R. B. Forrest, a lawyer of Lincoln, Illinois, suggested that they go to Tacoma, the terminus of the Northern Pacific Railroad on the Puget Sound. Mr. Forrest was detained, so Mr. Fawcett made the trip alone, arriving in this city on the 15th of August, 1883. His funds were then very limited but soon he purchased considerable property and embarked in the agricultural implement and seed business. During the first year he sustained losses but in the second year was more fortunate and made considerable money. His store was located at No. 1310-12 Pacific avenue. It is characteristic of Mr. Fawcett that he attempted to aid all whom he could in any way assist. On one occasion a new settler came to him, saying: "I need a plow, Mr. Fawcett, and I don't know how I can get along without one, but I haven't a cent in the world, and don't know whether I can ever pay for it—but I do need it so badly." Mr. Fawcett's reply was: "You shall have a plow whether you ever pay for it or not." This was one of many such instances which characterized his business career during the twenty years of his connection with the agricultural implement trade. He was joined by his brother in the business and they became foremost merchants in their line in the northwest, establishing branch houses at Portland, Oregon, and at Yakima and Bellingham, Washington. They also conducted a branch house at Seattle for four years and the firm operated under the name of Fawcett Brothers, implement dealers, and also under the name of the Fawcett Wagon Company at Tacoma. Their sales became very extensive and their shipments covered a wide territory, being sent to all points of the northwest. In fact their business reached most gratifying proportions and placed them with the most successful merchants in this part of the country. At the present time Mr. Fawcett has no commercial connections and is practically retired from business.

It was in 1869, in McLean county, Illinois, that Mr. Fawcett was united in marriage to Miss Harriett C. Thomas and to them

were born two children, but one met a tragic death while at play when but five years of age. The other is Harry I. Fawcett, now deputy assessor of Pierce county. The wife and mother passed away in 1874 and in 1875 Mr. Fawcett married Miss Carrie C. Dodson, a native of Chicago, Illinois, by whom he had a son, Albert L., now living in Chicago. In 1883 Mr. Fawcett wedded Carrie M. MaGill, a native of Indiana, and they had four children, two sons and two daughters, all living: Vance M., of Tacoma; Ethel N., the wife of Wilbur B. Thomas, of Tacoma; Edgar J., also of this city; and Jessie R., the wife of George Spurrier, of San Francisco. On the 13th of February, 1899, Mr. Fawcett was united in marriage to Miss Margaret J. Smith, a native of Germany, who came to the United States with her parents when five years of age. She is a daughter of C. P. J. Smith, who located in Tacoma in 1892. The family had previously lived in Milwaukee, Wisconsin, but had been residents of Washington for twenty-three years. Six children have been born of this marriage: Clarence V., Ethel H., Angelo Vernon, Carl Philip, Theodore Bryan and Walter O. Mrs. Fawcett possesses strongly domestic traits, her interests centering in her home, her love of her children being the predominant force in her life.

The wife and children are all members of the Methodist church, which Mr. Fawcett attends. He has used every available opportunity to extend a helping hand where aid was needed. After he was called to the office of county commissioner he learned the large extent of suffering among the poor, to whom he gave flour, groceries and other supplies, but not content with this, he entered upon his charitable work in wholesale manner. Two Christmas dinners were given at the old Exposition building, where he had tables for thirteen hundred with two sittings at each, thus feeding over twenty-five hundred each Christmas. He also supplied Christmas dinners at the Germania hall. He is extremely modest concerning his benefactions and in fact never speaks of them himself. Mr. Fawcett belongs to the Fraternal Aid, to the Maccabees, to the United Workmen and to the Tribe of Ben Hur. He was a charter member of the old Chamber of Commerce at Tacoma but is not now identified with the organization. In politics he was a democrat until the time of Roosevelt's ascendency in political circles. Since that time he has voted with the republican party on national issues but casts an independent local ballot. He filled the office of county commissioner in 1894 and 1895 and in 1896 was elected mayor for a two years' term.

He succeeded his successor in office in 1910, serving through that and the succeeding year, and in 1914 he was reelected for a third term, which will make him the incumbent in the office until 1918. In this connection one of his biographers said:

"The city at the time of his first election was practically bankrupt. The city council had been issuing scrip in the form of time checks in payment of its officials and employes. These were traded to the merchants for goods until they were loaded down with the paper, and were also sold to loan sharks at extortionate discount like forty to fifty cents on the dollar. It was such a situation of chaos out of which Mayor Fawcett bent his efforts and financial skill to produce order and health. His first move was to look about for resources. He found among other things that there had been laxity in collecting licenses, and that some relief might be obtained from this source. Finally, in short, the license business was brought up to date in all quarters, the arrears paid in and regular payments secured as they fell due. The salary expense was cut down, and other economies instituted in all possible directions. By such means, unremittingly applied, abolishing warrants, collecting licenses, cutting wages to suit the general stringency as well as putting the Commercial Electric Light Company out of business, and taking over the business for the city, he assured solvency and prosperity. * * * Clear vision of the public rights, courage to act as needs require and promptitude in action—these are the essentials to public protection against aggressive influence; and precisely these are the characteristics which have distinguished and rendered notable the administrations of A. V. Fawcett, three times elected by an overwhelming majority mayor of the city of Tacoma, Washington. The results of the three elections as to the extent of the number of votes cast, were fully shown in the daily newspapers, and popular comment also took note of the fact that during the last primary campaign, Mr. Fawcett was conspicuous among the candidates by his absence from public meetings, and by his refusal to give account or be publicly questioned as to the views favored by him in the conduct of the mayor's office. He was content to point to his record in the past, and a multitude of leading business men, merchants, mechanics, as well as laborers, and a host of private citizens were satisfied with their knowledge and memory of the clear-sighted, honest and courageous course that had identified him conspicuously with the city's progress and the promotion of its welfare."

Words, however, are not necessary to emphasize the position which Mr. Fawcett holds in the regard of his fellow townsmen. This is evidenced in the majorities which have been given him at his elections, and the public records show that his efforts have been tangible factors in the city's upbuilding, in the promotion of municipal greatness and in the support of all those measures which are a matter of civic virtue and of civic pride.

HORACE J. WHITACRE, M. D.

Dr. Horace J. Whitacre, who has been engaged in the active practice of medicine in Tacoma since January, 1912, was born in Morrow, Ohio, October 10, 1869, a son of William T. Whitacre, now deceased, and a grandson of William Whitacre, who was of English descent. The father was born in Ohio and became a very successful business man. During the greater part of his life he was engaged in commercial pursuits at Morrow, Ohio. In politics he was a republican, recognized as one of the active party leaders in his section of the state. He was called upon to fill various county offices, the duties of which he discharged with promptness and fidelity, and he was also chosen to represent his district in the state legislature. In the course of the Civil war he was in the one hundred days' service and participated in a number of minor engagements. He died in Morrow, Ohio, in 1909, at the age of seventy-three years. His wife passed away in 1911, at the old home place, when sixty-five years of age. She bore the maiden name of Rebecca Lownes and was a native of Ohio. Her father, Josiah Lownes, was of English lineage, the family having been founded in Maryland at an early day. In the family of Mr. and Mrs. Whitacre were six children, all of whom are yet living.

Dr. Whitacre, the second in order of birth, was educated in the public and high schools of Morrow, and in the State University at Columbus, Ohio, in which he won his Bachelor of Science degree with the class of 1891. He then entered the College of Physicians and Surgeons, the medical department of Columbia University of New York City, where his professional degree was conferred in 1894. After his graduation he served as interne in the New York Hospital of New York city for two years, devoting special attention to surgery. In 1896

he began practice in Cincinnati, Ohio, and in a comparatively short time had won a position among surgeons of the Ohio Valley. He was a member of the Cincinnati Academy of Medicine, of the Ohio State Medical Society, the Mississippi Valley Medical Association and the Southern Surgical Society, and for five years he was professor of pathology and surgery in the University of Cincinnati. He lived in Cincinnati until 1912. By that time his surgical practice covered half a dozen states. Failing health prompted his removal to the northwest and he chose Tacoma because of its pleasant situation as well as its high class of professional men. He soon regained his health and took up active work. He is a member of the Pierce County, the Washington State, and the American Medical Associations, and the American College of Surgeons.

Dr. Whitacre was married in Chicago to Miss Elizabeth Marsh, a native of Cincinnati and a daughter of George A. Marsh, and has two children, Richard and Marjorie. He was made a Mason in Morrow, Ohio, and attained the third degree in the Blue lodge. He is a member of the Friends' church. He belongs to the Chi Phi, a college fraternity, and he has membership in several clubs of Tacoma, including the University, Commercial, Rotary, Yacht and Mountaineers' Clubs. He is a lover of outdoor life and finds delight in running about the Sound in his power cruiser "Elizabeth Ann" and accompanying the Mountaineers on their journeyings. Dr. Whitacre's pronounced views upon high medical ethics and his professional skill have won for him the respect of Tacoma's leading professional men.

JAMES A. HAYS.

James A. Hays, representing the New York Life Insurance Company in Tacoma, is one of the most successful men in the insurance field in this city and has the distinction of belonging to the Two Hundred Thousand Dollar Club of that company, which is composed only of those agents who have personally written and paid for two hundred thousand dollars' worth of insurance during the preceding fiscal year.

Mr. Hays was born in Horicon, Wisconsin, on the 18th of September, 1870, and is a son of James B. Hays, a native of Pennsylvania. The father removed from Wisconsin to Boise,

Idaho, and at the time of his death, in 1888, when he had reached the age of fifty years, he was serving as chief justice of that territory. He was married to Miss Permelia E. Hubbard, who was born in New York and is now living in California at the age of seventy-two years.

James A. Hays attended the public schools of his native town and entered the high school there, but before he completed the course the family removed to Boise and he continued his education in the high school of that city. For one year he was a student in the University of Wisconsin, but following the death of his father he returned to Idaho and engaged in the general insurance business. He remained in Boise for twenty years, during which time he was active in the insurance field and also in public affairs. He was for some time special agent of the state land board of Idaho, served as deputy county clerk and in 1889 and 1890 was clerk of the courts in Alturas county. In 1901 he entered the employ of the New York Life Insurance Company and in 1905 came to Tacoma, where he has since represented that concern. He is well known in business circles of the city and is conceded to be an authority upon all phases of life insurance.

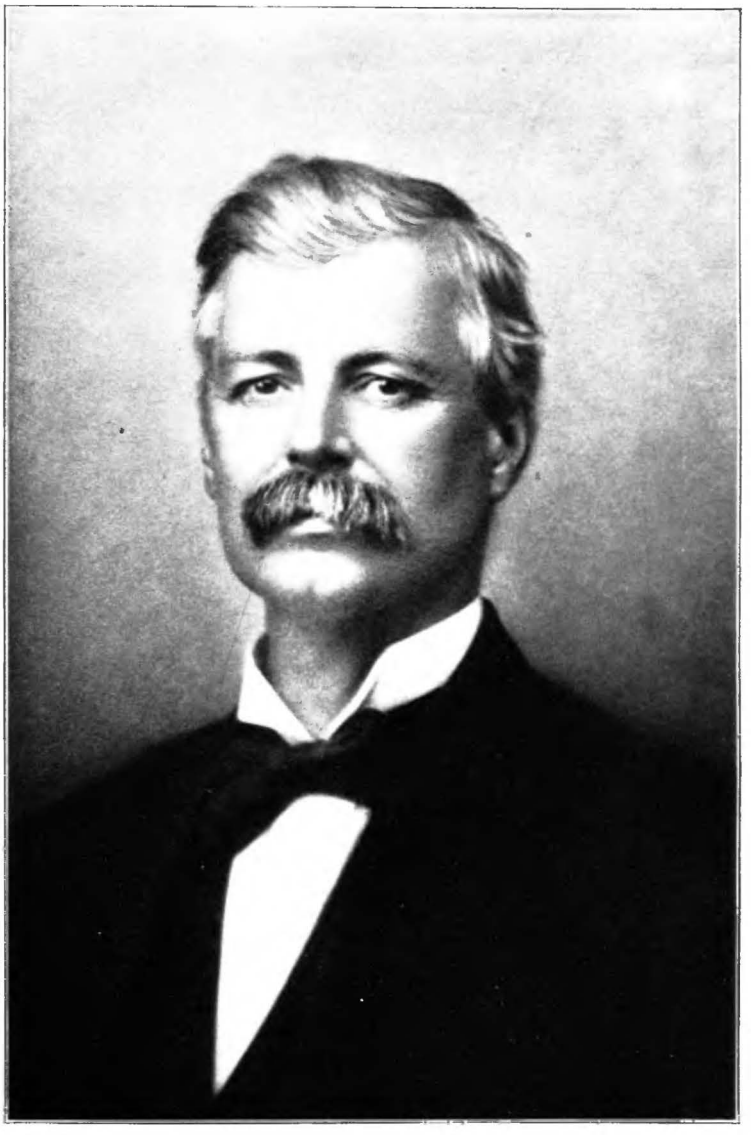
Mr. Hays was married in 1903 to Miss Florence E. Baker, who was born in Madison, Wisconsin. Mr. Hays is a democrat in his political allegiance and keeps well informed upon all questions and issues before the public. He is a member of the Tacoma dry committee and his religious faith is indicated by the fact that he belongs to the Presbyterian church, of which he is an elder and whose work he seeks to further in every way possible. He is on the governing board of the civic bureau of the Tacoma Commercial Club and has been actively interested in the Tacoma Rose Society since its inception. He comes of a family which has been represented in this country since colonial days and belongs to the Sons of the American Revolution and also to the Order of Colonial Wars. He owns his comfortable and attractive home and also holds title to some unimproved residence property in the north end. Mrs. Hays is a graduate of the University of Wisconsin and is a member of the college sorority of Gamma Phi Beta, and of the honorary scholastic fraternity, Phi Beta Kappa. She has served for five years on Social Service board and is a trustee of the public library, a member of the Tahoma Club of this city, and of the Young Women's Christian Association, on the executive board of which she is now serving, and for the past three years has been president of the President's

Council of Women's Organizations of Tacoma, an honor which indicates her high standing in club circles. Both Mr. and Mrs. Hays are recognized among the representative and valued citizens of Tacoma.

REV. HARRY B. HENDLEY.

Rev. Harry B. Hendley, who for twelve and a half years was pastor of the Plymouth Congregational church of Tacoma, was not only a leader in church circles of the city but was also prominent in civic affairs and rendered unusually efficient service as a member of the school board. He was born in Cincinnati, Ohio, in 1855, and was a son of George W. Hendley, a native of England, whose father, George B. Hendley, left the Church of England and became a minister in a nonconformist church. For that reason his property was confiscated and pending the settlement of the estate the son, George W. Hendley, was educated by the court of chancery and was apprenticed to the hatter's and furrier's trade. When he was twenty-one years old the case was settled but the court had consumed all the property and the family home, Hendley Hall, passed into other hands. With two hundred dollars, all that was left of the extensive family fortune, George W. Hendley emigrated to America and landed at Philadelphia from the first steamship which ever docked there. By wagon he traveled to Cincinnati, where for more than forty years he engaged in business as a hatter and furrier. It was in that city that he married Jane Brokenshire, also a native of England. At the time of the Civil war Mr. Hendley espoused the cause of his adopted country and served for four years at the front, enlisting from Ohio. He was a republican in politics and was a Mason. His death occurred in Cincinnati. To him and his wife were born nine children, of whom the following are living: Frank W., who is a prominent physician of Cincinnati and is also a well known member of the Masonic order; Charles, also of Cincinnati; and Florence Grace, likewise a resident of that city.

In the acquirement of his education the Rev. Harry B. Hendley passed through consecutive grades in the public schools of Cincinnati until he became a student in the Hughes high school, of which he was a graduate. Later he spent several years in business with his father and subsequently removed to Minneapo-



REV. HARRY B. HENDLEY

lis, where he was also active in business. While in that city he attended the Plymouth Congregational church and, preparing for the work of preaching the gospel, he first became pastor's assistant and after serving in that capacity for ten years he was ordained to the ministry in 1898. At the time of the Spanish-American war he became a major of the Fourth Minnesota Regiment, which was retained in Minnesota on account of Indian outbreaks.

On the evening of July 3, 1900, Rev. Hendley reached Tacoma and for a few months was employed as bookkeeper but in 1901 resumed his pastoral work as a minister of the Congregational church at Steilacoom, where he rebuilt the church. He also erected the Lake View church and did much of the actual work on their construction with his own hands. In the fall of 1903 he returned to Tacoma and became the pastor of the Plymouth Congregational church, which had its inception as a mission Sunday school. From that point he developed it until at the time of his death in 1916 it had a membership of one hundred and fifty in the church with an attendance of two hundred and fifty in the Sunday school with one of the best Sunday school buildings in the state. He held that pastorate continuously from 1903 until his demise and was the senior pastor of the state in his own denomination. Under his guidance the church made rapid progress, the congregation growing in numbers and also gaining in spiritual strength. The church also prospered materially and in 1909 the present house of worship was erected. All departments of the work were thoroughly organized by Rev. Hendley and the church was influential in accomplishing much good along the lines of moral advancement. He was particularly interested in work for the young people of the city, organized various boys' and girls' clubs at the church which provided wholesome entertainment and stimulated to activity along worth while lines, and he found great pleasure in doing anything for the good of young men and women. His summer camp at North Bay was a rendezvous for young people. He was recognized as a very thorough Bible student and his preaching was the positive gospel of salvation which spoke convincingly to all hearts. He held a warm place in the affections of his congregation and was highly respected by people of all faiths and creeds.

Following his death, which occurred on the 22d of April, 1916, James Burrows, chairman of the board of trustees of Plymouth church, said: "The loss of Rev. Mr. Hendley cannot be

expressed in words for the sorrow we all feel. His place cannot be filled. He was a man among men, a Bible student and a historian who ranked with any in this section, and cherished the love of all who knew him. He was particularly loved by the children." His activity in religious work was not confined to that in his home city, for he served for more than ten years as treasurer of the Congregational Home Missionary Society of Washington and for more than twelve years was registrar of the state conference. Through these connections be became intimately acquainted with all of the ministers and many of the prominent laymen of his denomination in the state, and his advice was often sought on questions of church policy.

The trustees of the Washington Congregational conference in session at Spokane, April 27, 1916, passed the following memorial:

Our well-beloved brother—Rev. Harry B. Hendley—has responded to the eternal call, "Come up higher," and the fuller life has received him. We recognize in our brother a citizen of fine quality, and a christian of sterling worth. Always conscientious of his duty, he added to duty a passionate desire to extend the kingdom of God. His influence in the councils of the Congregational denomination was great. This brother was noble-souled and a simple-hearted disciple of the Master.

It was his recreation to be good and do good. He lived for the kingdom of God. People and ministers sought him for advice, comfort and inspiration. He was positive, yet tolerant, a master of detail, yet never so absorbed in minute matters as to lose sight of general principles and larger aims. The amount of time, of energy which he gave to the concerns of the public made him a model of earnest citizenship.

As a Congregationalist, a member of this board and registrar of Washington Congregational Conference, he was alert, gracious, businesslike, spiritual and carried out most splendidly the scriptural injunction "Whatsoever thy hand findeth to do, do it with thy might." His was a life of whole-hearted devotion to Christ and to His cause in the earth. His memory will live and last, and live again in the goodness he deposited.

(Signed) H. C. Mason,
President of board of trustees of Washington conference.

In Minnesota, on the 16th of June, 1896, Rev. Hendley was united in marriage to Miss Clara Whitney, a native of that state, who was of great assistance to her husband in his work. For

forty years Rev. Hendley was a loyal exemplar of Masonry and attained the Knights Templar degree in the York Rite, belonging to Ivanhoe Commandery. His political allegiance was given to the republican party. He was a member of the charter revision commission, a member of the "Committee of Twelve" and was active in various improvement societies and represented the South End Improvement Club in the Central Improvement League. In 1913 he was elected a member of the school board of Tacoma, in 1915 was made president of that body and early in 1916 was reelected to that important position. During his first term as a member of the board the magnificent Central school and the beautiful Lincoln high school were erected, without doubt two of the handsomest public school structures on the Pacific coast. During the time that he was connected with the board great progress was made in educational interests in Tacoma and it is a well recognized fact that his services were of far-reaching effect and importance. He had the entire confidence and the cordial support of the people of the city and stood at all times for the advancement of the schools. He was deeply interested in manual training and was instrumental in securing its extension into the various schools of the city. He was a keen business man as well as a minister of the gospel and while he labored for education and culture on account of their ethical and moral values, he also recognized the value of practical training and in his work as a member of the school board manifested great practical ability and administrative power as well as zeal and public spirit. In connection with his services to the schools of the city Director Elwell H. Hoyt said: "I cannot find words to express what a loss this is not only to the school board as a body but to us each as members. * * * Rev. Hendley's ideals and work on the board were extraordinary. He was conservative, and yet in all matters was really the mainstay of the board. His energy was an inspiration and his judgment in business dealings was found to be of great help to us. * * * In a civic way Mr. Hendley was of great service to Tacoma. He took an active interest in public affairs here and although in no manner a politician. kept informed on municipal matters and worked energetically for the betterment of the city." The feeling of loss which his death inspired throughout the city was expressed in the following editorial which appeared in the Tacoma Daily News: "Tacoma has lost a valuable citizen in the death of Rev. Harry B. Hendley. As minister, business man and educator he had filled important

posts in Tacoma for a number of years. His toleration, geniality, patience and other manly qualities, surrounded him with a following of close friends and warm admirers, which many men fail to build up after a lifetime of trial. As a member of the school board he was progressive, but careful. He stood for the ideals in education which Tacoma set up nearly forty years ago. Tacoma always has been forward in school affairs and Mr. Hendley's service to his city was in support of this spirit. He was a good fighter, but he was not unmindful of the opinions of his opponents nor of their rights to be heard. He was a cleanly, capable man, always working for a cleanly, progressive city, and Tacoma needs more like him."

GEORGE WADSWORTH ROUNDS.

One of the most important concerns of Tacoma and the northwest is the Tacoma Railway & Power Company. Its prosperity is largely due to the liberal policy of its management, whose efforts have been ably seconded and its ideas faithfully administered by its general superintendent, George Wadsworth Rounds, who holds a similar position in connection with the Puget Sound Electric Railway, the interurban line between Tacoma and Seattle, and the Pacific Traction Company. He has been identified with electric transportation interests for many years and is thoroughly acquainted with every phase of that business.

A native of Massachusetts, Mr. Rounds' birth occurred at Malden on the 13th of February, 1868. His father, John Coe Rounds, was born in Maine, of English stock, and passed away in Rockland, that state, in 1887. For many years he was a traveling salesman, representing a dry goods house of Boston. His wife, who bore the maiden name of Louisa Wadsworth, was a daughter of Peleg Wadsworth and a granddaughter of General Peleg Wadsworth, who was prominent in the history of Maine and gained fame in the Revolutionary war. The family is descended from Mayflower ancestry and representatives of the name were among the first settlers of Maine who removed to that state from Massachusetts. Mrs., Louisa (Wadsworth) Rounds was also a first cousin of Henry Wadsworth Longfellow, the well loved American poet. By her marriage she became the mother of six children, of whom five survive.

George W. Rounds attended the public schools of Malden in the acquirement of his early education and later took a course in electrical engineering at the Massachusetts Institute of Technology, from which he was graduated with the class of 1889. He at once entered the employ of the Thomson-Houston Company of Lynn, Massachusetts, becoming connected with their railway department. After spending some time as a student he engaged in construction work for this company, remaining with it for over three years. His first practical work was for this campany at Cambridgeport, Massachusetts, where his duties were the upkeep of a portion of the electrical and mechanical equipment used between that city and Boston. In the fall of 1889 he was transferred to Nashville, Tennessee, and assisted in the electrification of the street railway there. At that time the F-30 motor, which supplies fifteen horse power, and the D-62 generator, eighty horse power, were considered very heavy equipment. After he had successfully completed the work to which he was assigned in Nashville he was transferred to Concord, New Hampshire, and superintended the conversion of a narrow gauge steam railway into an electric railway. In the meantime the General Electric Company had taken over the Thomson-Houston Company and the services of Mr. Rounds were retained by the General Electric Company. In 1894 and 1895 he was superintendent of the Union Street Railway of Dover, New Hampshire. His employment with this company was during one of the most severe winters experienced in New Hampshire and the experience gained in combating the elements was of great value in after years. After leaving Dover he became associated with a former classmate who was engaged in business as a manufacturer's agent, handling electrical supplies. In 1896 Mr. Rounds was employed by Thomas F. Robinson, of Dedham, Massachusetts, as superintendent of the West Roxbury & Roslindale Street Railway, then in process of construction. He remained in charge of this property for six years, during which time the company was absorbed by the Old Colony Street Railway Company, which was later merged into the Bay State Street Railway Company. In 1902 he accepted a position with Tucker, Anthony & Company of Boston as manager of their interests in Ohio with headquarters at Canton. After a service with them for about three years, during which time the system was almost completely reconstructed, including a new power house, car house and cars, he became associated, in 1905, with Stone & Webster, his first work for them being in the copper

country on the upper peninsula of Michigan. Again he was confronted with the problem of operating cars during a severe winter and again he proved successful, keeping the tracks clear of the heavy snow. In the fall of 1906 he was transferred to Terre Haute, Indiana, and subsequently he went to Savannah, Georgia, as general superintendent of the Stone & Webster interests there.

In the fall of 1910 Mr. Rounds was transferred to the Pacific northwest, locating in Tacoma. He has since remained here and is one of the foremost men in transportation circles of the Puget Sound country. He is general superintendent of the Puget Sound Electric Railway, of the Tacoma Railway & Power Company and of the Pacific Traction Company.

Mr. Rounds was married on the 8th of April, 1891, in Malden, Massachusetts, to Miss Nellie G. Hadley, a daughter of William E. Hadley, who was a shoe dealer of Boston. Two children have been born to this union, namely: Edward Wadsworth, who is twenty-three years of age and who is attending the Massachusetts Institute of Technology; and Eleanor Hadley, twelve years of age, who is attending the public schools of Tacoma.

Mr. Rounds is liberal in his political views, voting for the man rather than the party. He keeps well informed as to the events of the day and the issues before the people, but has never sought office. He belongs to the First Methodist Episcopal church of Tacoma and has always guided his life by high ethical standards. He is a great lover of amateur athletics and finds much enjoyment in a good tennis, football or baseball game. He is enthusiastic in regard to the climate of Tacoma and also in regard to its possibilities of development and can be counted upon to do all in his power to further the interests of his adopted city and state.

COLONEL WILLIAM ROSS.

Colonel William Ross was born in Monson, Massachusetts, April 27, 1792, and died in Pittsfield, Illinois, May 31, 1873. He enlisted for service in the War of 1812 and participated in the battle of Sacketts Harbor. He was an ensign in the army when he removed to Pike county, Illinois, in 1820, at which time the county comprised all that part of the state extending from the mouth of the Illinois river to the far north, including the

present site of Chicago, and west to the Mississippi river. During that year he platted a town site and named it Atlas. He built the first brick residence there in 1821, erected the first store building and also the first grist mill and a bandsaw mill about the same time. He raised and ground the first wheat and it was made into biscuit. The first apples produced in that district were raised by him, and the first Masonic meeting was held in the brick residence in Atlas before mentioned. Later the lodge disbanded and before his death he gave the gavel, square and compass to Charles Lame, of Pittsfield, Illinois, who prior to his death gave them to Marcellus Ross and he in turn gave them to his son, Frank C. Ross, who later bestowed these implements of the order upon the supreme lodge of Illinois. He platted the town of Pittsfield, Illinois, to which he removed in 1836, and there he resided to the time of his death. In 1832 Colonel Ross and his son Marcellus went on a visit to Massachusetts and on returning to Illinois passed through Michigan, having chartered a coach for four persons and thus driving from Detroit to the present site of the city of St. Joseph, Michigan. Thence they crossed the lake on a small flat-bottomed steamboat to Chicago, which was then an Indian station, including Fort Dearborn and two small cabins, probably trading stores, while the population consisted of about fine hundred Pottawattomie Indians.

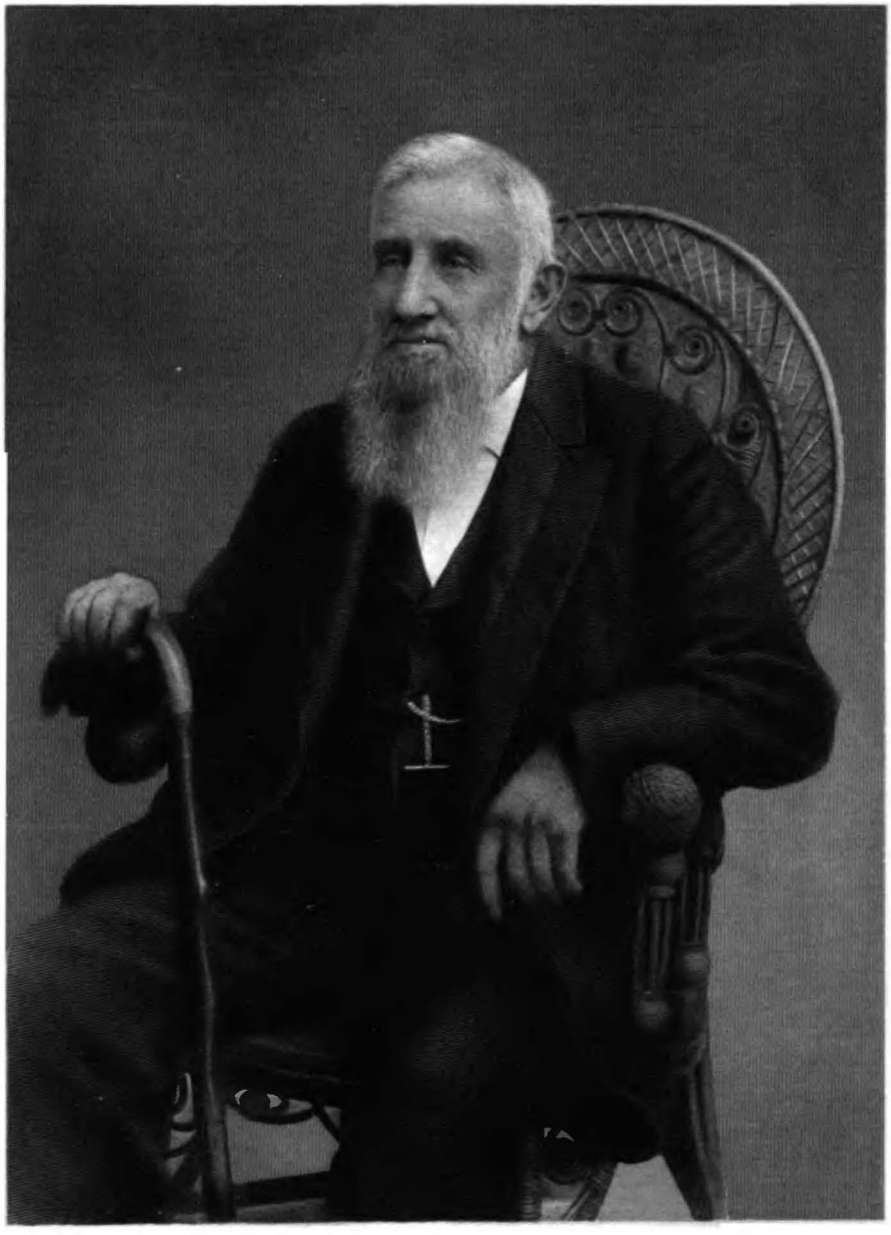
Colonel Ross won his title in command of troops in the Black Hawk war, and by consent of the commanding general be appointed Abraham Lincoln as one of his captains. Colonel Ross was a delegate to the convention at Decatur, Illinois, in 1860 which nominated Governor Richard Yates, the war governor of Illinois. A week later he was a delegate to the national convention at Chicago which nominated Abraham Lincoln for the presidency. President Lincoln was an intimate friend of Colonel Ross, often stopping at his home. Just as Colonel Ross and his son Marcellus were walking to the depot for the purpose of taking the train to the Chicago convention they saw Mr. Lincoln coming in the same direction, satchel in hand, on his way to his home in Springfield. Colonel Ross waited until he came up and said: "Mr. Lincoln, had you not better go up to Chicago and help us nominate our next president?" Mr. Lincoln answered: "My better judgment tells me I had better not." Colonel Ross was at Pittsfield at the time Lincoln and Douglas were holding their celebrated joint debate on slavery, in which Lincoln made the memorable statement that a house divided against itself cannot

stand, nor can a country exist half slave and half free. On that occasion Mr. Lincoln was entertained at the home of Colonel Ross. At the close of the debate his daughter-in-law, Mrs. Marcellus Ross, told Mr. Lincoln that he would be defeated as United States senator only to fill the next presidential chair. She told some of her lady friends what she had said to Mr. Lincoln, and one of these, whose sympathies were with the democratic party, rose in haste and shook her hand at Mrs. Ross, exclaiming in no uncertain voice: "Mrs. Ross, it is sacrilege for you to say it." She lived, however, to see her prediction verified and the name of Lincoln the most honored one in all the land.

MARCELLUS ROSS.

Marcellus Ross was the first white male child born in Pike county, Illinois, his natal day being November 11, 1824. He became a farmer of that state, but at the time of the Civil war the characteristic loyalty of the family was manifest and he put aside all business and personal considerations to serve as a first lieutenant in the Ninety-ninth Illinois Infantry, with which he remained until his wounds rendered him incapable of further field duty, when he returned to his Illinois farm. In time he became the owner of a fruit farm in California, to which he removed in 1881, residing thereon until 1890, when he became a resident of Gig Harbor, Washington, where he continued until called to his final rest at the age of eighty-three years. His wife, who bore the maiden name of Martha A. Kellogg, is now making her home with her son Frank at Gig Harbor at the age of eighty-six years. She has in her possession a daguerreotype of Abraham Lincoln, taken by Charles Obst in 1858. Mr. and Mrs. Ross had a family of eight children: Mrs. Mattie Lewis, living at Morgan Hill, California; Charles K., who was killed by falling from a train in Tacoma in 1883; Henry J., who died in 1911; Lillie and Willie, who passed away in childhood; Frank C.; and two who died in infancy.

The mother, Mrs. Martha A. (Kellogg) Ross, was born in Pittsfield, Berkshire county, Massachusetts, June 17, 1830, a daughter of Charles and Martha Kellogg, of that place. The former was an English nobleman, the possessor of a coat of arms. He arrived in America prior to the Revolutionary war



Marcellus Ross

MARTHA A. ROSS

and settled at the foot of the Berkshire hills, near Pittsfield, Massachusetts. In the maternal line Mrs. Martha A. Ross traces her ancestry back to John Knot, who owned six sailing vessels, on one of which he brought the first tea to America. Boston was the headquarters for his sailing vessels and it was at that port that the first tea arrived. He invited his friends to come and dine with him and partake of the tea, telling his servants to have an iron kettle full of boiling water and when he was ready he would make it. When he went to the kitchen to prepare the beverage he found that the servants had put all of the tea that he had brought over with him into the iron kettle at one time, turning it black and making it undrinkable. It was Prudence Knot, daughter of John Knot, who married a Mr. Knowles and after his death she became the wife of Daniel Foot, the father of Martha Foot, who married Charles Kellogg, of Pittsfield, Massachusetts, and they in turn were the parents of Martha A. Kellogg, who became the wife of Marcellus Ross. Mr. and Mrs. Ross took a trip to Alaska on the steamer Ancon in August, 1889, and were on that vessel when she was wrecked on the Island of Loring. Mrs. Ross also went with her son, Frank C. Ross, overland as far south as the Tehuantepec Railroad. They bought the first round trip ticket to Mexico City over the Oregon & Washington Railroad. Mrs. Ross also attended the World's Fair in St. Louis in 1904 with her son Frank and they afterward visited her old home in Pittsfield, Massachusetts. They spent some time at Niagara Falls and there they had their first automobile ride. They also went to Boston, New York, Philadelphia and Washington. On numerous occasions Mrs. Ross accompanied her son Frank to Mount Tacoma.

CHARLES M. METZLER.

Charles M. Metzler has been very successful in the development of a large business as a hop grower and dealer and during the harvest season employs about two hundred and fifty persons. He was born in Ohio on the 9th of July, 1869, of the marriage of J. S. and Eliza Metzler, both natives of Pennsylvania. The father was a farmer by occupation and passed away at the age of sixty-seven years. The mother died when her son Charles was but a small child.

The education of Charles M. Metzler was acquired in the public schools of the Buckeye state and of Kansas and the greater part of his boyhood and youth was passed upon a farm. He has resided in Tacoma since 1900 and for the past eight years has been identified with the hop industry, both as a grower and as a broker. He owns a ranch of fifty-three acres at McMillan, valued at twenty-five thousand dollars, and also leases three other ranches at Puyallup. During the entire year he employs seven persons and in the hop picking season employs about two hundred and fifty. He understands thoroughly all of the factors that have to do with successful hop culture and his careful study of the market and its relation to general business conditions has enabled him to gain a gratifying patronage as a broker. He owns some unimproved lots in Tacoma in addition to his comfortable residence at Tenth and State streets and also holds property in Seattle and Portland.

Mr. Metzler was married in 1907 at Victoria, British Columbia, to Miss Elizabeth Yenne, a native of Nebraska. He is identified with Fairweather Lodge, No. 82, A. F. & A. M., and also belongs to the Red Men. His political endorsement is given to the republican party, whose candidates he supports by his ballot, and his religious faith is indicated by the fact that he attends the Methodist church. He has never regretted his removal to this city and at all times does everything within his power to promote its advancement.

HON DE WITT M. EVANS.

Hon. De Witt M. Evans, justice of the peace of Tacoma precinct and police judge, was born at Milbank, South Dakota, May 30, 1882, and traces his ancestry back to Wales. His paternal grandfather, David Evans, was the founder of the American branch of the family and originally settled in New York. He had several children who attained prominence, including Miss Margaret Evans, dean of Carleton College for thirty years and vice president at one time of the National Women's Club. Her brother, Colonel David Evans, was a Civil war veteran and was director of the mint at Philadelphia, Pennsylvania. He was a brother of William M. Evans, father of De Witt M. Evans. William M. Evans was born in the state of New York and he

and his brother, Colonel David Evans, were at the head of the regiment that entered Richmond, Virginia, at the close of the Civil war. Colonel Evans was slated for a cabinet position during President Garfield's administration but his sudden death changed the plans. William M. Evans on leaving New York removed to the middle west and at the time of the Civil war became a lieutenant of the Sixth Minnesota Infantry, with which command he participated in many important battles, remaining at the front until mustered out at the close of hostilities. He afterward became a pioneer of South Dakota and served as the first railway commissioner and treasurer of Grant county, that state. He was very active in politics there and his influence was a potent factor in molding public thought and action. For about ten years he resided near Milbank. He is now living retired in Tacoma, where he established his home in 1888. He was a successful builder and contractor and for several years served as secretary of the Builders Exchange. In civic matters he was very active and his influence has always been on the side of progress and improvement.

His political allegiance has ever been given to the republican party, while his religious faith is that of the Congregational church. He maintains pleasant relations with his old army comrades through his membership in the Grand Army of the Republic. His chief activities and his salient characteristics have always been such as have commanded the respect, confidence and goodwill of all with whom he has come in contact. He married Emma Geil, who died in Tacoma in 1901, at the age of fifty-five years. They had a family of five children: Guy F., a noted singer living in the state of New York; Helen S., a teacher in the high school of Tacoma; De Witt M.; Llewellyn, an electrical engineer residing in Tacoma; and Ruth, the wife of R. M. Ramharter, a merchant of Minnesota.

De Witt M. Evans was a lad of six years at the time of the removal of the family from South Dakota to Tacoma, where he attended the graded and high schools. He afterward spent four years as a student in the University of California and won the Bachelor of Laws degree upon graduation with the class of 1905. Later he spent a year as a student in the University of Washington, which conferred upon him the LL. B. degree in 1909. He worked his way through school by selling papers, by doing grading on the country roads and working in the lumber camps. He afterwards took up the profession of teaching, which he

followed in the high school of Tacoma for two years. He was the first faculty representative to take charge of athletics in the high school. He coached the football and baseball teams and directed other athletic sports and he has a life membership in the high school stadium presented by the school board in appreciation of his services rendered to the Tacoma public schools. After graduating from the Washington University he began practice and later formed a partnership with A. B. Comfort under the firm style of Evans & Comfort. Subsequently they were joined by B. A. Crowl. This partnership was maintained until 1910, when he was elected to his present office as justice of the peace, being elected in 1912 and again in 1914, so that he is now serving for the third term. In 1912 he was one of only two candidates elected on the republican ticket and in 1914 he ran five thousand votes ahead of his ticket, a fact which indicates not only his personal popularity but the absolute fidelity and capability with which he discharges the duties of this position. He has always given his political allegiance to the republican party, being a most earnest believer in its principles as factors in good government.

On the 11th of September, 1909, in Seattle, Judge Evans was married to Miss Florence Baptie, a native of North Dakota and a daughter of John Baptie, of Bathgate, North Dakota. Her brother is the world's champion skater and athlete, while her sister Elizabeth won the tennis championship of North Dakota. Judge and Mrs. Evans have three daughters: Doris, born in Tacoma, March 3, 1911; Florence Emily, born in Tacoma, January 30, 1913; and Rosa May, born in Tacoma, November 19, 1914. The family occupy an attractive home at No. 3222 North Twentieth street, which is the property of Judge Evans.

Mrs. Evans is quite active in social circles and greatly delights in extending the hospitality of her home to her many friends. Judge Evans has an interesting military record as a member of company E of the Washington National Guard. He was one of the organizers and officers of old Troop B of the cadets, serving as first lieutenant. He had eight years' military training and experience and held the rank of major in the University of California troops. He belongs to the Independent Order of Odd Fellows, to the National Union and to the Loyal Order of Moose. He was one of the organizers of the Lakeside Country Club, of which he served for several terms as the secretary, and

he belongs also to the Commercial Club. He is likewise associated with the First Congregational church and in its teachings are found the guiding principles of his life. Along strictly professional lines he is connected with the Pierce County and the State Bar Associations, and he has ever held to high standards in his profession. In different fraternal organizations with which he is identified he has been called to fill various chairs and he has ever been interested in civic matters, indorsing and supporting those movements and projects which look to the betterment and benefit of the community, seeking ever to uphold the standards of citizenship.

J. F. RICHARDS.

Among the prominent men in railroad circles in the northwest is J. F. Richards, superintendent of the coast division of the Chicago, Milwaukee & St. Paul Railway, the Tacoma Eastern Railroad, and the Milwaukee Terminal Railway. He has been connected with transportation interests since early manhood and his long experience, combined with his keen mind and his excutive ability, splendidly qualifies him for his present important office. A native of Ohio, he was born in Hillsboro on the 16th of February, 1860, a son of J. F. and Judith E. Richards, who removed to Milwaukee in 1862 and in 1866 went to Tomah, Wisconsin.

J. F. Richards entered the public schools in that town and continued his education in the high school, from which he was graduated in 1879. He then took up the study of telegraphy under the station agent of the Chicago, Milwaukee & St. Paul Railway and after six months had progressed so far in his chosen work that he secured a position as telegraph operator for the Wisconsin Valley Railroad, being stationed at Wausau, Wisconsin, for two years. He then went to Tomah and held a similar position there in the employ of the Milwaukee Railroad, which became a part of the Chicago, Milwaukee & St. Paul system. Later he was made train dispatcher of what had formerly been the Wisconsin Valley Railroad although it had also become a part of the Chicago, Milwaukee & St. Paul. While serving as train dispatcher of that division he lived at Milwaukee but in 1883 was transferred to the La Crosse division, filling a similar position until 1887. From that year until 1892 he was train

dispatcher at Kansas City, Missouri, and at the end of that time was promoted to chief train dispatcher of the Kansas City division, which position he filled until 1902, when he was again promoted, being made train master of that division. In 1907 he became superintendent of the Rochelle & Southern division with headquarters at Mendota, Illinois, and in 1910 he was made superintendent of the Missouri division with headquarters at Mobridge, Missouri. He remained there until 1913, when he was transferred to Tacoma, where he has since resided. He is superintendent of the coast division of the Chicago, Milwaukee & St. Paul Railway, of the Tacoma Eastern Railroad and the Milwaukee Terminal Railway. His career has been one of continuous advancement which has been well deserved as he is energetic, loyal to the interests of the road and thoroughly informed as to the railroad.

Mr. Richards was married in Seattle on the 24th of April, 1913, to Miss L. E. Harrington. His political allegiance is given to the republican party and fraternally he is a Commandery Mason. He holds membership in the Commercial Club, and all of its plans and projects for the advancement of the city receive his heartiest support.

THOMAS W. LITTLE.

The automobile business has shown the same remarkable development in Tacoma and the northwest as elsewhere in the country and among those who have played a part of no small importance in this development in Tacoma is Thomas W. Little, president of the Little & Kennedy Company, which is located at No. 739-45 Broadway. He has the agency for the Studebaker car and also does a general automobile supply and repair business. A native of Indiana, he was born in Lawrenceburg on the 28th of October, 1875, a son of Rev. C. H. and Lettie F. Little. The father was born in Madison, Indiana, in 1851 and after attending the public schools entered Wabash College at Crawfordsville, Indiana, and still later completed a theological course in the Lane Presbyterian Seminary at Cincinnati, Ohio. For many years he held charges in Illinois and Indiana but in 1901 came to Tacoma as pastor of the First Presbyterian church of this city. He remained here until 1905, when he accepted a call

to the First Presbyterian church of Nashville, Tennessee, of which he still has charge.

Thomas W. Little was a student in the schools of Danville, Illinois, until sixteen years of age, when he entered Wabash College at Crawfordsville, Indiana, which he attended for two years. He then went to the vicinity of Indianapolis, Indiana, where he operated a dairy for one year, after which he disposed of his interests there and accepted a position as mechanic with the P. H. & F. M. Roots Blower Company, of Connersville, Indiana. He remained with that concern until 1905, when he went to Logansport, Indiana, where he worked as a mechanic in the shops of the Panhandle Railroad for a year. At the end of that time he removed to Mineral, Washington, and entered the employ of the Mineral Creek Mining Company as master mechanic, remaining with them for three and a half years, after which he located in Tacoma and established an automobile repair shop under the name of the Avenue Auto Company at Nos. 710-12 Pacific avenue. In the spring of 1911 the business had reached such proportions that it was incorporated as the St. Helens Garage and removed to Nos. 422-26 St. Helens avenue. At that time he secured the agency for the Overland and Cadillac cars, and in the fall of 1911 B. H. Kennedy was made secretary and treasurer of the company, of which our subject was president. The business was conducted at that location until April, 1914, when a removal was made to the present quarters, Nos. 739-45 Broadway, and the name was changed to the Cadillac Automobile & Supply Company, but is now known as the Little & Kennedy Company. They now have the Studebaker agency and sell many cars annually. They also do a large general automobile supply and repair business and furnish employment to thirty men. Mr. Little is president of the company and gives the most careful attention to the management of its affairs. His thorough knowledge of mechanics, combined with his business insight and enterprise, making him unusually successful in that connection.

In Connersville, Indiana, on the 6th of June, 1900, Mr. Little was united in marriage to Miss Maude M. Browne, by whom he has a daughter, Jane E., who is thirteen years of age and is attending the public schools.

Mr. Little is a republican in politics and as a good citizen is loyal to his duties but has never sought office. His religious faith is that of the Christian church, and fraternally he belongs to the

Elks and the Modern Woodmen. Through his membership in the Commercial Club he keeps in touch with other progressive business men of the city and is in hearty sympathy with the plans of that organization to promote the commercial and industrial development of Tacoma and its vicinity.

ALEXANDER R. WATSON.

Alexander R. Watson, who is successfully engaged in the real estate and timber business in Tacoma, is a native of Chicago, born in February, 1861. His father, Alexander R. Watson, Sr., was born in Inverness, Scotland, in 1837, and obtained his education in the public schools. In his youth he learned the cabinetmaker's trade but after removing to the United States in 1854 and settling in Chicago he became a Presbyterian minister and temperance lecturer, to which lines of work he devoted his time until 1861. In that year he went to California by way of the Isthmus and located in San Francisco, where he became the assistant editor of the Argonaut, a weekly newspaper then edited by Frank Pixley, in which capacity he continued until 1869, when he removed to Santa Barbara, that state. He continued his connection with journalism until his death in 1871, editing the Santa Barbara Press and writing for a number of periodicals, among which was the Argonaut for which he still wrote frequently. His wife bore the maiden name of Patience Swanton.

Alexander R. Watson, Jr., attended the public schools in the acquirement of an education until he was fourteen years of age and then began his independent career, engaging in field work under the county surveyor of Santa Barbara county. Later he was employed in the surveyor's office, where he remained until he was nineteen years of age, and then, realizing the need of more thorough commercial training, he entered Heald's Business College, which he attended for nine months. At the end of that time he entered the service of the Southern Pacific Railroad and aided in surveying their line out of Carlins, Utah. After remaining with that corporation for a year and a half he went to Elko, Nevada, and for two years filled the office of county surveyor. On the expiration of his term he came to Tacoma and was chief engineer for Elliott Brothers of San Francisco in the survey of a railroad line from the Hanaford Valley coal fields to the mouth

ALEXANDER R. WATSON

of the Snoqualmie river. He spent a year in that connection and then returned to Tacoma where he was county and deputy United States mineral surveyor and engaged in the general practice of civil engineering until 1888. In that year he made and issued the first map showing the ownership of property in Pierce county. Mr. Watson had made this map for himself and his own business, but there was such demand for it from real estate dealers and others that hundreds of copies were sold over the county. After this was completed he devoted three years to mining on the Snoqualmie river, where he owned several claims. At length he returned to Tacoma and became associated with his brother, R. C. Watson, in the real estate business, in which he has since remained active. His long residence in Tacoma has made him thoroughly familiar with conditions here and this general knowledge is supplemented by accurate information as to the particular property on the market, and he has negotiated many important realty transfers. He belongs to both the Commercial Club and the Chamber of Commerce and his ability is recognized by all who come in contact with him.

Mr. Watson was married in Santa Barbara, California, on the 24th of January, 1884, to Miss Florence Gunterman, by whom he has two sons: Henry T., who is manager of the California Ink Company of Los Angeles; and Alexander R., who is a marine engineer on the Atlantic coast.

Mr. Watson is a member of the Elks and is an adherent of the republican party, as his study of political questions has convinced him that its policies are founded on sound principles of government. He has not only gained financial independence but he has also won the friendship of many, for his salient characteristics are such as invariably win respect and regard.

CLAUDE AUGUSTUS YOUNG.

Claude Augustus Young, who is the proprietor of a thoroughly up-to-date electric store in Tacoma, conducted under the name of the Electric Construction Company, has been connected with electrical work since a short time after leaving school and the concentration of his energies along one line has been an

important factor in his success. He was born on the 2d of September, 1873, in Eau Claire, Wisconsin, a son of Leonard Joseph and Mary Jane (Searls) Young. His education was acquired in public and high schools of Eau Claire and Hudson, Wisconsin, and Winona, Minnesota. After completing the second term of high school, he was employed as stockkeeper in a stationery store at Eau Claire and soon began to work for the Eau Claire Light and Power Company as oiler and gradually advanced to the position of foreman, in which capacity he served for about three years. After severing his connection with that concern he came west, arriving in Tacoma, the beautiful "city of destiny," on the 25th of August, 1900. He secured a position as lineman in the employ of the city and not long afterward was appointed light inspector by Louis D. Campbell, one of the best mayors Tacoma has ever had. Following the change in administration, when George P. Wright was elected mayor on the democratic ticket, Mr. Young established himself in business with Valentine V. Eisenbies as a partner. They first located in a small room at the corner of Tenth and K streets and had just floor space enough for a barrel each of knobs and tubes and a coil of wire. As their business grew it became apparent that they would have to seek larger quarters and they took over the construction department of Davies Brothers, which was then the largest fixture and construction house in Tacoma. The increase in the volume of their trade again necessitated a removal to larger quarters and they located at No. 937 Commerce street, where they still remain. Mr. Young purchased the interest of Mr. Eisenbies in the business and has since been sole proprietor and manager of the store, which carries a full line of the best electrical supplies on the market. The business is known as the Electric Construction Company and is one of the leaders in this field in the northwest.

Mr. Young was married on the 24th of June, 1897, at Eau Claire, Wisconsin, to Miss Florence Elizabeth De Lano, a daughter of Loring Gilbert and Silvia Cornelia De Lano. Her father was one of the first forty-five men sworn into Company A, Fifty-second Minnesota Volunteer Infantry, under command of Captain L. F. Hubbard, and in 1864 he reenlisted as a private when the regiment became a veteran organization. He remained at the front until the close of the war in 1865 and participated in twenty-eight battles. Mr. and Mrs. Young have two daughters, Mayme Cornelia and Pearl Arvilla.

Mr. Young has always been a standpat republican and has taken an active interest in party work. He has gained recognition as a leader in state politics and was elected representative from the thirty-ninth district to the fourteenth session of the state legislature, which convened on the 11th of January, 1915, and adjourned on the 11th of the following March. He made an excellent record as a law maker, carefully studying proposed legislation and supporting that which he thought beneficial to the state and opposing that which he deemed unwise. Fraternally he is well known, belonging to the Masonic lodge, chapter and commandery, to the Mystic Shrine and to the Eastern Star and being also identified with the Knights of the Maccabees and with the Modern Woodmen. He takes a great deal of interest in the business advancement of his community and supports heartily the plans of the Commercial Club, to which he belongs, and which is one of the most important factors in the growth of the city. He is also connected with the Sons of Jove, an electrical organization, and with the Automobile Club. Through his aggressiveness, sound judgment and thorough knowledge of his business he has gained a gratifying measure of prosperity and is recognized as one of the reliable and successful business men of Tacoma.

ERNEST K. MURRAY.

In the field of law practice Ernest K. Murray has won a position that many an older practitioner of the bar might well envy. He is one of Tacoma's young lawyers, his birth having occurred at Roy, Pierce county, Washington, November 10, 1890. He represents one of the old pioneer families of this part of the state, the name having long been closely interwoven with progress and development here. The Murray family came originally from Scotland. Settlement was first made in Nova Scotia, where occurred the birth of Henry Murray, the grandfather of Ernest K. Murray. Attracted by the discovery of gold in California, he went to that state in 1849 by way of the Panama route and in the year 1850 removed to Pierce county, Washington, where he married Catherine Ross, who, in 1838, when six years of age, came to the Puget Sound country in the party with Dr. McLoughlin. Henry Murray turned his attention to agri-

cultural pursuits, preempting six hundred and forty acres of land which he converted into an attractive farm and continued to cultivate for many years. He met all of the hardships and privations which constitute experiences of pioneer life and aided in planting the seeds of civilization and development upon the western frontier. In 1891 he removed to Tacoma, where he resided to the time of his death, which occurred in 1907, when he had reached the venerable age of eighty-six years. In his passing the community mourned the loss of one of its most worthy and valued pioneer citizens. He was active in politics and in civic affairs in early days and served as county commissioner when Steilacoom was the county seat of Pierce county. He was also a charter member of the first Masonic lodge established at Steilacoom.

His son, John L. Murray, was born in Pierce county and was educated in its public schools, spending his boyhood days in the usual environment of the farm lad. From early manhood he engaged in agricultural pursuits on his own account and also became a hotel proprietor, having conducted the Stothart Hotel and later the Tourist Hotel in Tacoma. Becoming deeply interested in the political situation and questions of the day he was always very active in politics and for a number of years served as county road commissioner. He wedded Marian Mitchell, a native of California, and a daughter of Thomas Mitchell, who left his home in Mississippi to become one of the early settlers of the Golden state. Mrs. Murray survives and yet makes her home in Tacoma. She had two children but the older, Chester, is now deceased.

The younger, Ernest K. Murray, was educated in the public and high schools of Tacoma and in the University of Washington, where he prepared for a professional career, completing a course in law with the class of 1913, at which time the LL. B. degree was conferred upon him. Immediately after his graduation he entered upon the active practice of his profession and has since been continuously engaged therein, being now associated with Raymond J. McMillan.

Mr. Murray is a republican who works earnestly and untiringly to promote party successes. He belongs to the Commercial Club, to the University Club and to the Lochburn Golf Club, associations which indicate much of the nature of his interests and recreation. He also has membership in the Pierce County Bar Association and the Washington State Bar Association, and

he makes his law practice the chief interest in his life and has proven his right to rank with the rising young members of the profession in Tacoma.

WILBUR COLLINS RALEIGH.

Wilbur Collins Raleigh, city engineer of Tacoma, was born at Owen Sound, Ontario, January 22, 1880, and was the third in order of birth in a family of six children, of whom five are yet living. Their parents are Henry and Elizabeth Ann (House) Raleigh, also natives of Canada and now residents of Tacoma. The former was a son of Henry Raleigh, a native of England, who became the founder of the American branch of the family. Henry Raleigh, Jr., came to Tacoma in 1891 and is still active in following his chosen vocation—that of carriage building.

Wilbur Collins Raleigh started out in business life on his own account at the age of nineteen years, his first position being in the dispatcher's office of the Northern Pacific Railway Company. In 1900 he entered the engineer's department and continued with the Northern Pacific in that connection until 1903. He was afterward associated with the firm of Stone & Webster on the construction of their Electron power plant and in 1905 and 1906 was in Alaska, engaged in the building of the railroad now being constructed by the United States government on the original location. After his return to Tacoma he was again with the Northern Pacific and with the Tacoma Eastern Railroad, and in 1907 he entered the employ of the city as assistant city engineer under Frank L. Davis, now deceased. In 1909 he was appointed to the position of city engineer, which position he has now filled for seven years, making a most creditable record through the prompt and able manner in which he discharges his duties. He has become thoroughly trained in this line of work through practical experience and technical study and has acquainted himself with every phase of engineering, his skill and ability being attested by the fact that he has been admitted to membership in the American Society of Civil Engineers.

At Tacoma, on the 15th of September, 1908, occurred the marriage to Mr. Raleigh and Miss Imogen Coblentz, a native of Arkansas and a daughter of Mr. and Mrs. Benjamin Coblentz. To them have been born three children, as follows: Dorothy,

whose birth occurred July 6, 1909; Robert T., whose natal day was April 9, 1911; and Jean Kathryn, born January 20, 1914. All are natives of Tacoma. The family own and occupy a pleasant residence at No. 2206 North Junett street.

The religious faith of the family is that of the Methodist church and Mr. Raleigh belongs also to the Masonic fraternity. He is a past master of Lebanon Lodge, has taken the degrees of the Scottish Rite up to and including the thirty-second and is a noble of the Mystic Shrine. His military service covers one term with Troop B of the Washington National Guard, of which he became a non-commissioned officer. He is identified with the Commercial Club and is in sympathy with all of its plans and purposes for the upbuilding and development of the city. His business record has been marked by steady advancement and his success is attributable entirely to his own efforts. As the architect of his fortunes he has builded wisely and well and now occupies a prominent position in engineering circles of the northwest.

WILLIAM H. HARRIS.

William H. Harris, second son of Orpha L. Wilson Harris and Martin Harris, was born in Alabama, January 14, 1853. He was given the triple name William Henry Clay, but discontinued the use of the third name, "Clay," after he was grown. At an early age he went with his parents to Tennessee, where he attended the public schools and later taught school.

When in his early twenties he read law in Colonel Spear's office at Jasper, Tennessee. He practiced law for a short time in Jasper and in 1880 he moved to Pueblo, Colorado, where he practiced law until he contracted rheumatism. He was never troubled with rheumatism after leaving Colorado. From Pueblo he went to San Francisco and would have located in San Francisco had he not been robbed of all his money. Two men he met soon after arriving in San Francisco invited him to go with them to see the town. They tried to persuade him to go rowing, but he wouldn't go, so then they took him for a drive. They stole his money, several hundred dollars, and left him practically penniless among strangers. The men were caught and when arrested offered to return his money if he would not prosecute them. He refused to let the men go free because the police, who

at first refused to arrest the robbers, had told him of the great numbers of times those same men had been arrested for robbery and how they had always escaped prosecution by returning the stolen money to the victims.

San Francisco was no place for a man without money and the Puget Sound country was reputed to be full of opportunities for young men. So young Harris, having barely enough money left to buy a steerage ticket to Puget Sound, departed for the north and landed in Tacoma early in 1882.

Immediately after arriving in Tacoma he applied for work and found it in Hanson's mill. As soon as he had saved a little money he opened a law office, and for a time in connection with his law practice conducted a real estate and insurance business. He continued the practice of law until his death and was considered by the members of the bar to be an authority on land titles. It was a common occurrence for an old lawyer when asked by a new lawyer a puzzling question about a troublesome title to Tacoma real estate to say, "Ask Harris, he can tell you."

On June 14, 1883, he married Elizabeth Morton McCarver, a daughter of the late General M. M. McCarver. Soon after his marriage he took over the management of the McCarver family property.

He was generally spoken of as Judge Harris. He acquired the title which clung to him the rest of his life during the '80s while acting as justice of the peace. He was always intensely interested in the welfare of the city and took a prominent part in politics. He held numerous public offices. He was elected a member of the school board and was for a time the president of the city council. He became well known while in the city council for his opposition to what is known as the "light and water steal."

Judge Harris was a charter member of the Chamber of Commerce, and at one time withdrew his membership because he felt that that organization was not being run for the benefit of the city but for the benefit of a few members. Later when things changed he renewed his membership and kept it for the rest of his life. He was a past master in the Masonic lodge. At one time he was a stockholder in the Washington National Bank, the Chamber of Commerce Building, the Northwestern Exposition Company and numerous other enterprises.

Judge Harris was a devoted husband and father and a devout Christian. It was at quaint old St. Peter's church that he first met his wife and although in later years together with his family

he attended Trinity Episcopal church he retained his interest in St. Peter's church and was a member of the vestry and treasurer of St. Peter's church at the time of his death. In 1902 he built the home now occupied by his family and which is located on one of the most sightly corners on North Yakima avenue.

On Sunday evening, July 22, 1906, he was taken suddenly ill while witnessing a slight operation being performed upon a stranger in the Emergency Hospital. The physician had asked him to hold the patient's hand, so he felt that he could not leave the room until the operation was completed. In trying to suppress an attack of nausea he ruptured his esophagus and his death occurred early the next morning, July 23d. He was survived by his wife and one daughter, Miss Julia Naomi Harris, his only son, Clay M. Harris, having died in 1897.

ARTHUR GILMAN PRICHARD.

Arthur Gilman Prichard, vice president of the Fidelity Trust Company and thus a prominent figure in financial circles in Tacoma, was born in Granville, Ohio, May 28, 1871. His grandfather there resided for many years, and Granville was also the birthplace of his father, Anthony Pinkerton Prichard, who was a telegraph operator in the early days of Ohio and operated on the first telegraph line of the state. He married Louisa A. Leas, a daughter of Dr. Charles A. Leas, a prominent surgeon of Baltimore, Maryland, and consul general to St. Petersburg under President Johnson.

Arthur G. Prichard attended the public schools of Jamestown, New York, and Tacoma. His early identification with financial interests of the city began when he entered the employ of the Pacific National Bank of Tacoma on the 15th of January, 1887, in the capacity of messenger boy, and he was the first clerk in that institution. At the age of eighteen years he was made receiving teller and on attaining his majority was promoted to the position of paying teller. When twenty-six years of age he was made assistant cashier, which position he filled until March 1, 1902, when after fifteen years' faithful and valued service with that institution, he resigned to accept the cashiership of the Fidelity Trust Company. In 1913 he was elected its vice president and is now active in its management, his well formulated

ARTHUR G. PRICHARD

plans proving an element in the continued growth and success of the corporation. As he has prospered in his undertakings he has become identified with other business pursuits, being now a large stockholder and president of the Glacier Fish Company, operating in Tacoma and Alaska. He is also an extensive holder of tide lands, and he owns an attractive city residence at No. 818 Yakima avenue, North, and a country home on Gravelly lake, where he spends the summer months.

On the 5th of June, 1901, in Tacoma, Mr. Prichard was united in marriage to Miss Mattie D. Baker, a daughter of Mr. and Mrs. A. M. Baker, and a sister of John S. Baker. To this union have been born two children, but the son, John Gilman, died at the age of six years. The daughter, Muriel, who was born December 17, 1903, and who is now twelve years of age, is a student in Annie Wright Seminary. The family are members of Trinity Episcopal church, and Mr. Prichard belongs to the Union Club, of which he is treasurer; the Commercial Club; the Chamber of Commerce, of which he is a trustee and treasurer; and the Tacoma Country and Golf Club. These associations indicate something of the nature and breadth of his interests. Much of his life has been spent in this state, and his course has been marked by an orderly progression which has brought him to a place of prominence among Tacoma's financiers.

JOHN HAROLD HYDE.

John Harold Hyde is the president of the Hyde Ship Brake Company of Tacoma, in which connection he has developed and promoted a business fast becoming one of the most important industrial productive concerns of the northwest. He was born at Port Huron, Michigan, December 20, 1870, and traces his ancestry in direct line back to William Hyde, who came to America in 1632 and became the founder of the family in the new world and who was a representative of an old English family connected with the nobility. George Hyde, father of John H. Hyde, was born in New York and during the '50s removed to Michigan, casting in his lot with the pioneer settlers of that state. He was a mariner who for years followed the Great Lakes but in 1884 removed to the west, settling at Clarke county, Washington, where he engaged extensively in the lumber business. He

was a Civil war veteran, having served as a private of the Twenty-second Michigan Volunteer Infantry during the long conflict between the north and the south. He was wounded at Somerset, Kentucky, his injuries causing him the loss of an arm. He belonged to Custer Post of the Grand Army of the Republic and greatly enjoyed meeting with his old army comrades. For sixteen years prior to his death he made his home in Tacoma, where he followed the lumber business. In politics he was a republican and his religious faith was that of the Methodist church. He married Sarah E. Gillen, a native of Canada and a daughter of James Gillen, who was born in Ireland. Mr. and Mrs. Hyde became the parents of three sons and a daughter: James W., a journalist residing at Fargo, North Dakota; John H.; Jesse D., who died in Tacoma in 1908; and Rose, the wife of John Burnett, living in Tacoma. The father passed away in Tacoma, May 30, 1912, and is still survived by his widow, who yet makes her home in this city.

John Harold Hyde pursued his education in the schools of Michigan and of Clarke county, Washington, to the age of seventeen years, when he sought employment at the printer's trade, to which he devoted two years. He next entered the lumber business on his own account and followed the business in all of its branches, doing timber cruising, mill work and forest work. He continued in the timber business for fifteen years and likewise devoted several years to prospecting and mining in Alaska but with no degree of financial success. Shortly after the never to be forgotten Titanic disaster Mr. Hyde invented what is known as the Hyde ship brake. He had been studying upon the subject for years, and as the result of his observations of ships and shipbuilding, he realized the need of a safety appliance that would insure the quick stop of ships in storms and in collisions. His earnest thought, his careful investigation and his experiments resulted in the production of the ship brake and also Hyde's bilge keel brake. He has prepared an exhaustive article on the ship brake, which is to be read in November, 1916, before the Society of Naval Architects and Marine Engineers in New York city. The automatic brake, which was his first invention, was first tested on a tugboat on Puget Sound, which was brought to a full stop within fifteen feet when traveling at a speed of eight miles per hour, and on March 20, 1915, a thorough test of this brake was made at the United States experimental model basin. The test was made on the model of a

forty-two hundred ton ship. In this connection the Railway and Marine News says: "The model was run at various speed ratios from five to twenty-one knots in the testing basin, and an analysis of the report shows an increased resistance from the bare hull of two hundred and forty per cent with the brakes placed amidships and two hundred and ninety per cent with the same amount of brake surface forward, and with all brakes forward and amidships five hundred and twenty-five per cent increased resistance. The amount of brake surface in the forward part of the ship is two hundred and forty-three square feet, divided into a number of small brakes placed where they would receive the full force of the stream lines.

"A further analysis shows that a ship of forty-two thousand tons, three hundred and fifty feet long, can be stopped within a distance of three hundred and thirty-five feet in fifteen seconds, when traveling at a speed of seventeen knots, with the combined application of the brakes and the propeller. This brake consists of steel plates fitted to the under body of the ship flush with the sides, which are opened by the force of the water and controlled by the engines located at the deck and operated from the bridge or pilot house. Means are provided for cushioning the brakes so that they will open slowly, thus avoiding the danger of breakage. The brakes are started by a piston working through a stuffing box to a point where the water will take hold to open them. Plans of this brake have been submitted to some of our best marine men and naval architects, who state that in their opinion the brake is practical, both in its construction and application, and will do the work claimed for it by the inventor.

"The bilge keel brake was tested at the United States model basin August 10, 1915. Nearly all ocean steamers are now equipped with a bilge steel fastened to the under body of the ship and running fore and aft between the main keel and the water line. These keels are designed to hold a ship steady in a rough sea. In using the bilge keel as a brake it is divided into sections, each section being connected with shafting running fore and aft in a water-tight compartment inside the hold of the ship, to which the sections of the bilge keel are connected by means of a counter shafting and beveled gears controlled by machinery operated from the pilot house. The brakes are constructed so they will balance at right angles and are thus easy to operate and control, and cause an instant brake.

"The size of the brakes used in this test on the model of a

forty-two hundred ton ship was two by six feet. The bilge keels are usually of box construction and are made very strong to withstand severe storms at sea, and by using extra heavy shafting brakes of this size are sufficiently strong to withstand the water pressure when used as a brake.

"The main office of the Hyde Ship Brake Company is at Tacoma, Washington. The company is now maintaining an engineering office at Washington, D. C., and during the past year has worked out and secured patents on a number of important improvements on the ship brake, and it is expected that soon the brake will be installed on an ocean going liner and thoroughly tested for service in a rough sea. The test when made will be witnessed by representatives from the government departments, and by a number of shipowners and naval architects who are watching the development and progress of the brake with interest."

On the 21st of June, 1910, in Seattle, Mr. Hyde was married to Miss Augusta Laura Larson, a native of Illinois and a daughter of Charles Larson. His political allegiance is given to the republican party, of which he is an earnest and active supporter. He holds membership with the Sons of the American Revolution and with the Sons of the Revolution. He is likewise a member of the Commercial Club, which indicates his interest in community affairs and the welfare and upbuilding of his city. He is also known as a helpful member of the Methodist church, for he recognizes the trifold nature of man—physical, mental and moral—and realizes that there can be no well rounded development which neglects any one of these.

MEYER JACOB.

Meyer Jacob would be entitled to recognition as a leading citizen of Tacoma if he had done no more than build up the important business enterprises of which he is at the head, but he has accomplished much more, especially along the line of organized charity and social service. He was born in Schalbach, Lorraine, on the 4th of January, 1872, a son of Alexander Jacob, who was also born in that country and died in 1891, when eighty-six years of age. He was engaged in the dry goods business, in which he met with a gratifying measure of success. His wife,

who bore the maiden name of Pauline Wormser, was born in Cologne and died in 1889, when fifty-four years of age.

Her brother, Michael Wormser, emigrated to the United States and became one of the pioneer miners and agriculturists of Arizona. After losing several fortunes through mining ventures in the San Francisco mountains near Prescott, that state, he went to Phoenix in August, 1872, arriving there with only enough money to buy his breakfast. He was not afraid of hard work and believed that some of the land in that section of the state could be made to produce crops without the use of irrigation if its cultivation was intensive enough. He was one of the first men to experiment in dry farming in the Salt River valley and was successful to a considerable extent and found this enterprise very profitable as he secured extremely high prices for his produce from the miners in that locality. He invested his money in additional land and at one time owned more than six thousand acres lying between Phoenix and Tempe. This land was in the Salt River valley but as the water supply is below the surface there it was necessary to pump the water for irrigation. At length he became convinced that he could secure a far greater profit from his land if he had a better irrigation system and accordingly constructed a canal nine miles long which diverted water from the head of the river for irrigation purposes, two thousand miner's inches being appropriated for that end. He was also one of the moving spirits in securing in 1888 the construction of the Tempe irrigating canal, which supplies water to fifty thousand acres in the Salt River valley. An English syndicate took an option on a large tract of land which he owned and which they believed to be suitable for raising canaigre, a root from which extract is obtained that is used in tanning leather in Europe. Mr. Wormser planned to sell this land for about a half million dollars and then to return to Europe and spend the remainder of his years in ease and comfort. But he was taken ill in 1900 and after a short time passed to the great beyond without realizing his dream. Our subject and Charles Goldman, of Phoenix, were appointed administrators of his estate.

Meyer Jacob received his early education in the common schools of Pfalzburg, Lorraine, and also attended a college in that place. After finishing his schooling he emigrated to the United States and located at Oakland, California, where he remained for about two years. During that time he was employed as a clerk in a shoe store and utilized his opportunities for learn-

ing the business to such good purpose that on leaving that city and going to San Francisco he secured a position as manager of five shoe stores owned by C. W. Mack and located in San Francisco, Stockton and Oakland. After remaining in that connection for about a year he engaged in the shoe business on his own account in San Diego but two years later, in 1889, he decided to try his fortune in Tacoma and bought out his brother, who owned a shoe store here. For eighteen years Mr. Jacob of this review conducted business at the same location and the importance of his business interests increased steadily with the growth of the city. In 1910 he purchased the interest of David Gross in the Lou Johnson Company and the company has continued at the old location. He is president of the Lou Johnson Company, which owns one of the finest ladies' ready to wear stores west of Chicago and which caters to the best trade in the northwest. The territory from which they draw their patronage extends north to Alaska, south to Portland and east to eastern Washington, Montana and Idaho. About forty people are employed by them and the annual business of the company has now reached a large figure. The success of the company is attributable to its strict integrity, the high quality of goods carried and the uniform courtesy extended to customers. Mr. Jacob has had a large voice in the management of the affairs of the concern and is recognized as a business man of more than usual foresight, acumen and enterprise. In 1913 he represented David Gross in the transactions which resulted in the sale of the building occupied by the Lou Johnson Company to R. E. Anderson for one hundred and fifteen thousand dollars in cash.

Following the death of his uncle, Mr. Wormser, Mr. Jacob was appointed one of the administrators of the estate and spent two years in Arizona looking after the business of the estate but found that the climate did not agree with him and at the end of that time returned to Tacoma. Before leaving, however, he sold six thousand acres belonging to the estate of Adolphus C. Bartlett, of Hibbard, Spencer, Barlett & Company of Chicago, the purchase price being a quarter of a million cash and the transaction being the largest ever made in Arizona. Mr. Bartlett, in connection with his son-in-law, Dwight Heard, is developing that tract, devoting part of it to the raising of stock and part to the production of sugar cane, to which it is unusually well adapted, the cane raised being the finest grown in the United States. Mr. Jacob also sold two mines owned by the estate, which still holds

title to the Big Bug mine near Prescott, as well as valuable property in Phoenix.

In 1898 occurred the marriage of Mr. Jacob and Miss Jennie E. Marks, who was born in Stockton, California. Her father, Moses Marks, was one of the '49ers of California and won a fortune as a dealer in grain and real estate. He acquired a great deal of business property in Stockton when it was but a village and realized enormous profits on his investment in time, as the property became very valuable. He was one of the pioneer grain dealers of California and built a number of warehouses for the storage of grain, handling the greater part of the wheat raised throughout the San Joaquin valley at a time when the wheat growing industry was at its height there. He died in 1902 and was succeeded in business by his sons, Monroe and Fillmore Marks. Mr. and Mrs. Jacob have two children, Margaret Mathilde, and Clemence Leone, both natives of Tacoma.

Mr. Jacob has gained considerable prominence in Masonic circles, belonging to Lebanon Lodge, No. 104, A. F. & A. M.; Tacoma Chapter, No. 4, R. A. M.; Tacoma Council, No. 1, R. & S. M., of which he is past thrice illustrious master: Tacoma Lodge of Perfection; Tacoma Consistory; Afifi Temple, A. A. O. N. M. S., which he represented as a delegate to the imperial council in 1902; and Fern Chapter, O. E. S. He is also connected with the Tacoma Lodge of the Independent Order of B'nai B'rith; is secretary of Temple Beth Israel; is a director in the National Jewish Hospital for Consumptives at Denver; a director of the Hebrew Jewish Immigrants' Aid Association; president of the First Hebrew Benevolent Society of Tacoma; a director of the State Anti-Tuberculosis League of Washington; and a trustee of the Associated Charities of Tacoma, these associations indicating the breadth of his interests and the important part which he plays in movements which are seeking to advance the cause of social justice, to aid those who because of the pressure of unfavorable conditions are in need and to check the spread of preventable diseases. As has been indicated, he is of the Jewish faith, but his sympathies are not confined to those of his race and belief but extend to men of all creeds and all national stocks, and his efforts have been an important factor in furthering farsighted and intelligent philanthropic movements in the city. In politics he is a republican but has never been an office seeker, his extensive interests precluding his active participation in public affairs. He holds membership in the Commercial Club

and is always willing to give of his time and thought to the support of projects seeking to promote the business and industrial development of the city.

HARRY B. HEWITT.

Harry B. Hewitt, president of the Hewitt Logging Company, has for fifteen years been identified with the logging and lumber business of the northwest. He was born March 11, 1874, in Neenah, Wisconsin, a son of William P. and Mary (Brewer) Hewitt, who were natives of Wisconsin and Vermont respectively, the latter being a representative of an old Vermont family of Dutch descent. The father, who was a banker and manufacturer, died in Menasha, Wisconsin, at the age of fifty-six years. His widow became the wife of George A. Whiting and is now living in Neenah, Wisconsin.

Harry B. Hewitt was the eldest of four children, three sons and a daughter, born to his parents. He passed through consecutive grades in the public schools of Neenah and of Menasha, Wisconsin, and when he had completed his high school course he continued his education in the University of Wisconsin and in Harvard University, being graduated from the latter institution with the class of 1899, at which time the S. B. degree was conferred upon him. During vacation periods he was employed in the Bank of Menasha for two years and thus became acquainted with various phases of the banking business. In the spring of 1900 he arrived in Tacoma and was first associated with the Fidelity Trust Company for a year. He then removed to Grays Harbor and became interested in the logging and lumber business. He established the Hewitt Logging Company, a corporation of which he is the president, and he is also a stockholder in the Northwestern Lumber Company. His business interests have become large and important and he is now a well known representative of the lumber trade in the northwest.

In his political views Mr. Hewitt has always been a republican and is recognized as one of the party leaders of Tacoma and the state. He served for two terms as a member of the house of representatives in the general assembly and for one term as a member of the state senate and has always given the most careful consideration to important public problems, casting the

H B Hewitt

weight of his influence on the side of good government. Fraternally he is connected with the Elks, the Tacoma Country and Golf Club, the Union Club and the University Club and finds pleasant association in the membership of those organizations. His geniality, his cordiality, his goodwill and the many salient traits of his character have won for him popularity in his constantly increasing circle of friends.

F. D. OAKLEY.

F. D. Oakley, who is successfully engaged in the practice of law in Tacoma, where he has resided since 1904, was born in Chicago, Illinois, on the 25th of April, 1876. He received his education in the public schools, the Northwestern University and the University of Michigan. In 1902 he was admitted to the bar in Illinois and practiced law in Chicago. In 1904 he decided that the northwest offered greater opportunities and came to Tacoma, where he has since made his home. He gives his political allegiance to the republican party and takes a keen interest in the events and issues of the day.

ORRELLO CHESTERFIELD WHITNEY.

Orrello Chesterfield Whitney, principal of the Bryant school of Tacoma, was born in Wood county, Ohio, December 29, 1870. His father, Ezra A. Whitney, likewise a native of the Buckeye state, represented an old family of Niagara Falls, New York, of English descent, the founder of the family having come to America among the first of the English colonists who followed the Mayflower. Ezra A. Whitney was for many years a farmer. He became a resident of Pierce county, Washington, in 1890 and died in Puyallup when seventy-five years of age. His religious faith was that of the Methodist church and his political belief that of the republican party. He was a veteran of the Civil war, having served for about two years as a private of the One Hundred and Seventy-fourth Ohio Volunteer Infantry. His wife, who bore the maiden name of Mary E. Decker, was a native of Ohio and a representative of an old New Jersey family

of English lineage. She died August 27, 1906, in Rochester, Minnesota, when sixty years of age, and her remains were interred in Tacoma. In the family were three children, A. D., Nettie M. and Orrello C., all residents of Tacoma.

The last named was educated in the public schools of Ohio and in the Puget Sound University, from which he was graduated with the B. L. degree in 1896. In the meantime, however, he had taught school in Ohio, in Kansas and in Pierce county, Washington. He later did work in education in the State University of California at Berkeley. He became principal of the Maplewood school in Puyallup in 1891, occupying that position for three years. He was afterward principal of the high school at Puyallup for a year and for twenty-one years has been connected with the schools of Tacoma, having for two decades been principal of the Bryant school. He is regarded as one of the ablest educators of the northwest connected with the public school system and his efforts have been a potent element in advancing standards and in producing valuable results in connection with the schools of the city.

On the 22nd of June, 1911, Mr. Whitney was married in Tacoma to Miss Lois Todd, a native of Iowa, and a daughter of John W. and Minerva (Payne) Todd. They own and occupy a pleasant home at No. 818 North Adams street. Politically Mr. Whitney is a republican and fraternally is connected with the Odd Fellows. He belongs also to the Commercial Club and stands for the progress that the club endeavors to promote in the advancement of civic and commercial interests in Tacoma. He is a member of the First Congregational church, in the work of which he is deeply interested, being now one of the teachers of the Sunday school and actively connected as well with the missionary department of the church. He has figured very prominently in musical circles of the city, being manager from 1897 to 1900 of the Tacoma Festival Chorus, a very successful organization numbering two hundred and fifty members. He was also connected with the Orpheus Club as a member and has contributed not a little toward the advancement of musical taste in this city. His wife, too, is equally well known in musical circles and for three years previous to their marriage was dean of music in the University of Puget Sound. Indeed she is a musician of marked ability and high rank. She was graduated from Simpson College at Indianola, Iowa, in 1899, with the degree of B. S., and afterward took up educational work in the

west as an instructor in music. She now plays the pipe organ in the First Congregational church. Mr. Whitney has been very active in political and civic affairs and stands for all those things which work for civic righteousness, improvement and reform. He and his wife are equally earnest in charitable and religious work. Though his interests are many and cover a broad scope he never neglects in the slightest degree his professional duties and along that line he has continuously advanced toward high ideals. He is the present secretary of the Washington Educational Association, which position he has occupied for the past thirteen years, during which time he has been largely instrumental in building up the membership of the organization from three hundred to forty-five hundred. He has also been active as a member of the National Educational Association since 1898 and was the state manager or officer for four years. He has ever been an advocate of modern vocational training and has done much to introduce the system into the schools of Tacoma. As one reads between the lines it is easy to ascertain that his life has been of great benefit and value to his fellowmen, his influence always being on the side of progress. He has never been content to choose the second best, but holding to high ideals has made his work a dynamic force in accomplishing results which have been factors in an advancing civilization.

GEORGE W. BYRD.

Genesis xii:1. Now the Lord said unto Abram, Get thee out of thy country and from thy kindred, and from thy father's house, into a land which I will show thee:

Genesis xvii:8. And I will give unto thee, and to thy seed after thee, the land wherein thou art a stranger, all the land of Canaan, for an everlasting possession.

When Adam Byrd decided to come west with his household, his main possession was his handicraft, for he was a millwright and was equipped with a fair education. He was born in Ohio in 1796. He moved his family to Jo Daviess county, Illinois, where George W. Byrd was born March 7, 1843, the youngest son in a family of nine children. Adam Byrd moved his family to Richland county, Wisconsin, where he built and operated a grist mill until 1852. In April the voice of the west called him

and he started with his household in ox teams via the Oregon Trail for the Puget Sound country, arriving in Vancouver, Oregon territory, six months later. Leaving his family, Adam Byrd proceeded to the Sound in company with Lieutenant A. Slaughter and selected a mill site at the head of Chambers creek on Byrd's lake. Delayed at Vancouver by the sickness and death of Lucinda A. Byrd, wife of Andrew Byrd, the family followed north in the spring—February, 1853. They stopped at Judge Thomas Chamber's mill near the mouth of Chamber's creek, where Adam Byrd died two months later, April 26, 1853. His wife survived him until 1877. He was buried in a grove of oaks chosen by him at the approach of death, and it became later Marion Byrd's place. The spot was used as the burial ground of the early settlers of that section. Andrew and Marion Byrd, older brothers of George Byrd, took donation claims on the site selected by their father and built a dam and sawmill. Preston Byrd was connected with this enterprise and Lieutenant A. Slaughter held an interest. In 1857 Andrew and Preston Byrd built and operated a gristmill near the sawmill. Preston went to Wisconsin and married Annie Alexander and returned with Mark and Catherine, his older brother and only sister, via the Isthmus of Panama in 1860.

After his father's death, George Byrd, then ten years old, with his mother and two brothers, William and Preston, made his home with Andrew Byrd and attended the first session of school in Pierce county at Steilacoom in 1854. He later attended at the Byrd schoolhouse. In 1861 George Byrd, with Robert Parker, visited the Caribou mining district in British Columbia. After the death of Andrew Byrd, January, 1863, George Byrd assumed the support of his mother.

In 1865 George Byrd was married to Miss Mary Ellen White, of Olympia. She was born November 22, 1846, and crossed the plains over the Oregon Trail in 1851. Her father, William Nathan White, was killed by the Indians March 2, 1856, on Chamber's prairie while returning from church Easter Sunday.

Mr. and Mrs. George Byrd lived at the dam where Mr. Byrd operated his sawmill until 1868, when he preempted one hundred and sixty acres and began its occupation after sawing the lumber to build his house. After a few months he left the claim temporarily and took his family to Olympia. In 1871 he served as Indian agent on the Quinault Reservation. He took a homestead of eighty acres in the western section of the

present site of Tacoma lying between South Union avenue and Laurence street and 11th and 19th streets and lived there for a time, building two houses during his stay. In 1875 he returned to live permanently on his preemption claim, which he developed and devoted to the hop raising industry for twelve years. Mr. Byrd was a great student of the classics and gave much time to the study of law. He acted as commissioner of Pierce county for two terms and represented his district in the state legislature in 1885. He served as justice of the peace in 1890. He spent a year in traveling in the southern part of the United States and Mexico, studying the country and the people.

Mr. and Mrs. Byrd had a family of nine children: William Andrew, who died at Fern Hill in 1876, aged nine years: Mrs. Clara M. Anderson, of Albion, New York: Mrs. Addie E. Athow, of Tacoma; Mrs. Jessie M. Stevenson, of Tacoma: George Royal Byrd, of North Yakima: Walter Lewis Byrd, of Tacoma; Frank O. Byrd, of Tacoma; Elbert L. Byrd, of Tacoma; and Mrs. Dora E. Winslow, of Tacoma.

Mr. Byrd was interested in the Methodist Episcopal church and was a generous supporter of church work giving freely of his means. He gave the land and financed the building of the Methodist Episcopal church and parsonage at Fern Hill. In 1881 he was instrumental in forming school district No. 23 and gave the land for the school buildings. In 1887 he platted his land from 80th to 84th on Park avenue, upon which tract now stands an enterprising suburb of Tacoma known as Fern Hill. afterward stopped hop raising and went into the real estate business with Mr. Wilt in Tacoma and later was a member of Spinning, Byrd & Buckner, a firm of real estate dealers. He sold his homestead in West Tacoma and built the present family residence in 1888. He encouraged the street car company to build its line through Fern Hill by giving them a right of way and several lots for their power house, platting the ground to suit their purposes. He gave wide streets on three sides of their power house and also gave them a large sum of money. In all his years of life those coming to Mr. Byrd for help of various kinds—and many came—received of the best he could give.

Mr. Byrd passed out June 17, 1915, at the age of seventy-two and his wife seven weeks later, at the age of sixty-eight. In their passing Tacoma lost two of its oldest and best known pioneer settlers. Mr. Byrd had made his home in the northwest for sixty-three years, and was familiar with all the phases of

its development and progress. His memory formed a connecting link between the primitive past and the progressive present. He lived here at a day when Tacoma's most beautiful residence districts and the present business section of the city were covered with dense forest. He rejoiced in the work of improvement that was carried forward and Tacoma found in him a valued citizen.

ELIAS FLOYD MESSINGER.

Elias Floyd Messinger, of Tacoma, who is president of the Hunt & Mottet Company, a large wholesale hardware and mill supply concern, is a representative of the best type of self-made man, for he has risen to his present position of importance solely through his own industry, aggressiveness and business acumen, and, moreover, has at all times been strictly upright and straightforward in his dealings. He has not confined his interest to business affairs, however, but has also been active in the promotion of the welfare of his city along various lines.

Mr. Messinger was born in Bremer county, Iowa, on the 22d of January, 1856, and is a son of Elias J. and Catharine (Perkins) Messinger. He attended the district schools and assisted his father with the farm work. In 1868, however, the family removed to Waterloo, Iowa, and he was a student in the schools there until he was sixteen years of age, when he secured a position as utility boy with the Cutler Hardware Company at a wage of five dollars per week. He continued with that concern for two years and at the end of that time became associated with his father, who was then interested in the Union Mill Company. For three years he engaged in packing flour for that concern, but at the end of that time was promoted to the position of grain buyer at a station which the company had established on the outskirts of Waterloo. On leaving Iowa he removed to Portland, Oregon, in January, 1875, and later in that year went to Yamhill county, Oregon, where for three years he taught school during the winters, while the summers were devoted to work on a ranch. In 1878 he gave up teaching and removed to Amity, Oregon, where he conducted a grain business, building a large warehouse and carrying on a profitable trade under his own name. He remained there until June, 1887, when he disposed of his business interests and came to Tacoma, securing a position with the Hunt

& Mottet Company as shipping clerk at a salary of fifty dollars per month. This concern had formerly been known as the Wheelwright & Hunt Company but about a month before Mr. Messinger became connected with it Mr. Wheelwright withdrew, his interest being purchased by Frederick Mottet, and the name was changed to Hunt & Mottet. The firm was at that time located at No. 1219 Pacific avenue and had already built up a good trade as wholesale hardware dealers. Mr. Messinger soon demonstrated his ability and was advanced to the position of salesman, and in 1895, after Mr. Hunt's death, the firm was incorporated as the Hunt & Mottet Company with Mr. Mottet as president and Mr. Messinger as vice president. In the meantime the company had removed from No. 1219 Pacific avenue to the Sprague block, at the southeast corner of Pacific avenue and South Fifteenth street, and the volume of their trade had shown a large increase. When the concern was incorporated in 1895 it was capitalized at one hundred thousand dollars, but in the course of years this sum was found to be inadequate and in 1907 the capitalization was increased to two hundred and seventy-five thousand dollars. A year previous, or in 1906, Mr. Mottet sold his interest in the company and Mr. Messinger succeeded him as president, which office he still holds. In 1907 the company purchased a site in the 2100 block on Pacific avenue and there erected a handsome seven story building, fifty by one hundred and twenty feet, designed especially for the heavy hardware and mill supply business. This structure was completed and equipped late in the same year and the company erected at the same time in the rear of that building a concrete warehouse, one hundred feet square, two stories and basement, but designed to carry five stories. The ground and buildings represent an investment of one hundred and fifty thousand dollars and the plant is one of the most complete and modern business properties in the city. The erection of the Hunt & Mottet Company buildings on lower Pacific avenue started a movement which has since made that section one of the leading wholesale districts of Tacoma. The company is the fourth largest firm dealing in general and heavy hardware and mill supplies on the Pacific coast and they have six men constantly on the road, covering Washington, Oregon, Idaho, British Columbia and Alaska. Mr. Messinger and his associates have had the breadth of vision to recognize the opportunities for business expansion in the rapidly developing northwest, have possessed the high degree of execu-

tive ability necessary to carry out their carefully laid plans and have been rewarded by a measure of prosperity beyond their expectations.

On the 20th of February, 1878, Mr. Messinger was united in marriage to Miss Adeline Elizabeth Ladd, at Amity, Oregon, and three children have been born to them: Elias Lindsey, who is associated with his father in business; Lois, now Mrs. John S. Gerard, of Tacoma; and Katharine, now Mrs. Frederick I. Wines, also residing in Tacoma.

Mr. Messinger is a republican in politics but has never been an aspirant for public office. He was one of the most active members of the Tacoma Boosters, from which sprang the present Commercial Club, which he aided in organizing, serving as a member of its first board of trustees. His interest in the welfare of his city is further indicated by the fact that he is a director of the Tacoma Young Men's Christian Association and has given liberally of his time and means in making possible the splendid new association building, of which the city is justly proud. He was also influential in the erection of the magnificent new church edifice of the First Christian church at the northeast corner of Sixth avenue and K street and is one of the leading members of that organization. Fraternally he is identified with the Knights of Pythias. It is to such men as he that any city must look for its growth—men who combine executive ability, keen sagacity and breadth of vision with public spirit and a willingness to place the general welfare above individual interests.

C. A. E. NAUBERT.

Among those active in the insurance field is C. A. E. Naubert, agent for the New York Life Insurance Company, who maintains offices at No. 205 Bank of California building. He was born in the province of Quebec, Canada, on the 18th of July, 1857, was educated in the St. Therese and Terre Bonne Colleges and when seventeen years of age left home and began his independent career, removing to St. Paul, Minnesota, in 1874. He clerked in a grocery store there until 1877, when he went to Portland, Oregon, where he was connected with a clothing store until January, 1881. On the 13th of the month he arrived in Tacoma, where he has since made his home. For some time he was book-

C. A. E. NAUBERT

keeper for S. M. Nolan, a general merchant of this city, and later he established a clothing store of his own on the site of the Donnelly Hotel at Ninth street and Pacific avenue. In this venture he was associated with John Forbes but in 1882 the business failed on account of the general financial depression. Mr. Naubert then entered the employ of the Northern Pacific Railroad Company as cashier at the wharf and was with that corporation for five years. At the end of that time he formed a partnership with Frank C. Ross for the conduct of a real estate business and this undertaking proved successful. In the meantime he became secretary and treasurer of the Tacoma & Lake City Railway & Navigation Company. In 1890, when the road was sold to the Portland & Puget Sound Railroad Company, Mr. Naubert accepted the position of right of way agent for that corporation and bought the right of way from the Nisqually river to Seattle. Had it not been for the interference of the Tacoma Land Company and the Northern Pacific Railroad in bringing suit in the courts, prohibiting the company from building through the Indian reservation, the road would have been completed. In 1892 Mr. Naubert withdrew from the firm of Ross & Naubert and purchased the Stony Oak Stock Farm, on which he engaged in breeding Jersey cattle and trotting horses. He was successful in that undertaking until 1897, when the widespread panic led to his failure. He then became agent for the New York Life Insurance Company, which he has since represented at Tacoma, and during the intervening nineteen years he has written a large amount of business and has gained a competence.

On Christmas day of 1885, Mr. Naubert was united in marriage to Miss Cora Wing, a daughter of C. C. and C. R. Wing, both of whom are living in Tacoma. Her father was the owner of Wing's addition to the city and is widely known. Although he has reached an advanced age he is still active and takes a keen interests in the affairs of the day. Mr. and Mrs. Naubert have four living children, namely: Ethel, the wife of A. S. Hamilton, also an agent of the New York Life Insurance Company; Frank C., twenty-six years of age, who is conducting a pool room in Tacoma; Amy, the wife of John W. Bush, a high school teacher at Kent, Washington; and Harry W., eighteen years of age, who is a student in the Tacoma Stadium high school.

Mr. Naubert has supported the republican party since becoming a naturalized citizen of the United States and has done all in

his power to secure its success at the polls. He belongs to Tacoma Lodge, No. 22, A. F. & A. M., and is also identified with Commencement Lodge, No. 7, K. P. When he came to Tacoma thirty-five years ago he found a town with a population of about seven hundred and fifty and the site of the present city was largely covered with stumps and brush. He has watched with great pleasure the marvelous growth and development of the city and is confident of its bright future.

WALTER ROBERT SCOTT.

Walter Robert Scott, who is serving acceptably as deputy auditor and clerk of the board of county commissioners of Pierce county, is a well known and highly esteemed resident of Puyallup, Washington. A native of Wisconsin, he was born in Janesville on the 29th of October, 1868, and is a son of Robert W. Scott, a native of Glasgow, Scotland, who emigrated to America with an aunt when but a boy. At the time of the Civil war he gave his services to the Union and was at the front throughout the period of hostilities as a member of the command under Gordon Granger. He has reached the age of seventy-five years and is living retired in Puyallup, Washington, but is still vigorous and takes a keen interest in the affairs of the day. His wife, who in her maidenhood was Mary Jane Godden, was born in England but accompanied her parents to the United States in girlhood. The family located in Janesville, Wisconsin, and there she was married and passed the remainder of her life, dying in 1909. She was the mother of five sons and five daughters, of whom three daughters and our subject survive.

Walter R. Scott received his early education in the public schools of Janesville and later took up the study of pharmacy in the University of Wisconsin. For several years he was employed as a drug clerk and later went into the drug business on his own account in Eau Claire, Wisconsin, where he remained for about twelve years. At the end of that time he sold out and came west, establishing a drug store in Puyallup, Washington, which he sold, however, in the fall of 1912. In January, 1915, he was appointed deputy auditor and clerk of the county board of commissioners, and he has since held those positions, proving systematic and capable in the discharge of his duties. While

living in Wisconsin he was appointed government oil inspector and filled that office with credit for one term. In politics he has always been a stanch republican.

Mr. Scott was married on the 12th of March, 1890, in Eau Claire, Wisconsin, to Miss Minnie B. Hull, a daughter of Irving and Adaline C. Hull, who are now residents of Puyallup, Washington. Mr. and Mrs. Scott have three sons and two daughters: Irving, who is a graduate of the law department of the University of Washington; Jean, twenty years of age; Lucille, eighteen years of age; and Robert and Paul, aged respectively eight and six years, both of whom are attending the public schools.

Mr. Scott belongs to the Masonic order and has served as master of his lodge and is also connected fraternally with the Woodmen of the World and the Improved Order of Red Men. His interest in the business development of the city is indicated by his membership in the Tacoma Commercial Club, in which he is one of the leaders. He has the imagination to grasp the possibilities of the city's development and the practical wisdom and executive ability to carry out plans for the realization of those possibilities. He has a large capacity for friendship and has won and held the warm regard as well as the sincere respect of those who have been closely associated with him.

HENRY J. McGREGOR.

Henry J. McGregor, general contractor of Tacoma, has been identified with the city's history not only as a business man but as a public official, having served in various offices, while he was also chosen as one of the framers of the present city charter. He was born in Almonte, Ontario, Canada, September 30, 1865, a son of James McGregor, a native of Scotland, who at the age of nineteen years, or in 1849, crossed the Atlantic from the land of hills and heather to Canada, becoming a pioneer of Almonte. In 1878 he removed to Big Rapids, Michigan, and was a successful lumberman, continuing active in business to within six years of his death, which occurred in Ottawa, Ontario, in 1902, when he was seventy-two years of age. His activities also extended into those fields which have to do with public benefit. He was active as a member of the whig party and was prominent in political circles. For years he served as a school director in

his district and he promoted the moral progress of the community as an active member of the Presbyterian church. He wedded Mary Dunlop, also a native of Canada, and now living with a daughter in Almonte. She is a remarkably well preserved woman at ninety years. She had a family of fourteen children, of whom Henry J. was the seventh.

Educated in the schools of Grand Rapids and also receiving training in a mechanical school at Grand Rapids, he started out in the business world at the age of thirteen years as an apprentice in the work of bridge construction and after completing his term he followed bridge building with the Chicago, Milwaukee & St. Paul Railroad Company. He gradually advanced and became superintendent of bridge construction between Chillicothe, Missouri, and Kansas City. He was also superintendent for the Freeport-Dodgeville Northern Railroad between Brownstown, Wisconsin, and Dodgeville, Wisconsin. In 1888 he came to the west to take charge of the bridge construction work for the Seattle, Lake Shore & Eastern Railroad, now the Great Northern Railroad Company, with headquarters at Seattle. He first followed railroad work on his own account, building the West Coast road to Blaine, Washington, on the boundary line of British Columbia. He also built the Fairhaven & Southern Railroad between Fairhaven and Blaine, and in the spring of 1899 he removed to Tacoma, since which time he has been engaged in the contracting business, erecting homes, building bridges and doing other kinds of construction work under contract. He was thus engaged until 1908, when he was appointed by Mayor John W. Linck to the office of commissioner of public works, serving in 1909 and 1910. In the latter year he was chosen to aid in framing the new city charter of Tacoma. When appointed commissioner he was filling the office of councilman from the eighth ward. When he was commissioner of public works all the construction was under one department instead of being divided up as it is now among the several departments. He initiated the filling of gulches, thus eliminating bridges. He had charge of the construction of the La Grande end of the municipal power plant and he had charge of the construction of the million dollar port commission dock at Smith's Cove, Seattle. There are many other tangible evidences to be cited of his public spirit and devotion to the general welfare. He has always been very active in politics and in the spring of 1889 was one of the members of the convention which nominated the delegates to frame the consti-

tutional convention of the state. His political allegiance has ever been given to the republican party since he cast his first presidential vote for James G. Blaine.

In Victoria, British Columbia, on the 6th day of May, 1892, Mr. McGregor was married to Miss Mattie C. Williams, a native of Hamilton, Missouri, and a daughter of Mr. and Mrs. Thomas Williams, representatives of an old Missouri family, formerly from Kentucky. They became parents of four children, of whom three are living. Della is the wife of Ernest Dreher, who has charge of the mechanical interests of the Ledger at Tacoma, and by whom she has one child, Della, born in this city in 1910. Herbert was married in 1914 to Della Gallagher, and conducts a dairy farm in Thurston county, near Olympia. Lester Harold is a graduate of the Tacoma high school. One son, Harry, passed away. The wife and mother passed away March 4, 1915, and was laid at rest in Tacoma Cemetery. She held membership with the Daughters of Isis, was active in church and charitable work and was treasurer of the state and local humane societies. She was a woman of splendid intellectual attainments, of most kindly spirit, loyal in citizenship, and was a loving and devoted wife and mother.

Mr. McGregor owns his residence at No. 3814 North 18th street, and he is also the owner of considerable vacant property in the city. He was one of the victims of the wide spread financial panic of 1889, in which he lost one hundred thousand dollars. He has lost and made several fortunes in the west but is yet comfortably situated, for he possesses splendid business ability and marked enterprise. He earned his first money by washing buggies, receiving six dollars per month for his services. As a boy it was his ambition to become a mechanical engineer, but from his earnings he could not save the money whereby he might secure the necessary education, for he assisted in the support of the family and from his earnings he provided the means for the education of his four younger sisters. Mr. McGregor is prominently and widely known in fraternal circles. He was made a Mason in Tacoma, Fairweather Lodge No. 82, has attained the thirty-second degree of the Scottish Rite and has crossed the sands of the desert with the nobles of the Mystic Shrine. He was initiated into the Knights of Pythias order at Bellingham, Washington, twenty-nine years ago, has served through all of the chairs, was first lieutenant and assisted in organizing one of the first Uniform Ranks of Knights of

Pythias in the state. He is likewise identified with the Red Men and with the National Union and his military record covers three years' service in the National Guard under J. J. Weisenberger, who was afterward killed in the Philippines. That Mr. McGregor is interested in the material welfare and civic improvement of his city is indicated in his membership in the Commercial Club, and that he has been mindful of his moral obligations is indicated in his membership in Pilgrim Congregational church. In a word his has been an upright, honorable life, fraught with good deeds, actuated by high ideals and characterized by successful accomplishment of valuable results.

GEORGE J. KLINDT.

George J. Klindt, of the Crescent Realty Company, conducting a real estate, loan, rental collection and insurance business in Tacoma, was born in St. Louis, Missouri, March 30, 1861. His father, Claus Klindt, a native of Schleswig-Holstein, Germany, came to America in 1847 and was one of the early settlers of Davenport, Iowa. He was a carpenter by trade and at the time of the Civil war enlisted in the Second Iowa Volunteer Infantry, with which he served as a private for three years. He was injured in the hand and hip in the battle of Antietam. During 1861 and 1862 he resided in St. Louis, but afterward returned to Davenport and in October, 1871, he settled on a homestead in O'Brien county, Iowa, where he resided until 1883, when he took his family to Hyde county, South Dakota, there passing away in 1884 when fifty-one years of age. He had married Maria Rachel Mennig, who was born in Armstrong county, Pennsylvania, a daughter of John Phillip Mennig, of German descent, whose ancestors came from Bavaria, the grandfather being the founder of this branch of the family. The wife of Mr. Mennig bore the maiden name of Elizabeth Dorothea Schwab. Mrs. Klindt passed away in Tacoma, June 20, 1914, having resided in this city since October 20, 1887. She was seventy-six years of age at the time of her demise. In the family were but two children: George J.; and Catherine Elizabeth, who died in Davenport, Iowa, in 1883, at the age of seven years.

George J. Klindt was educated in the public schools of

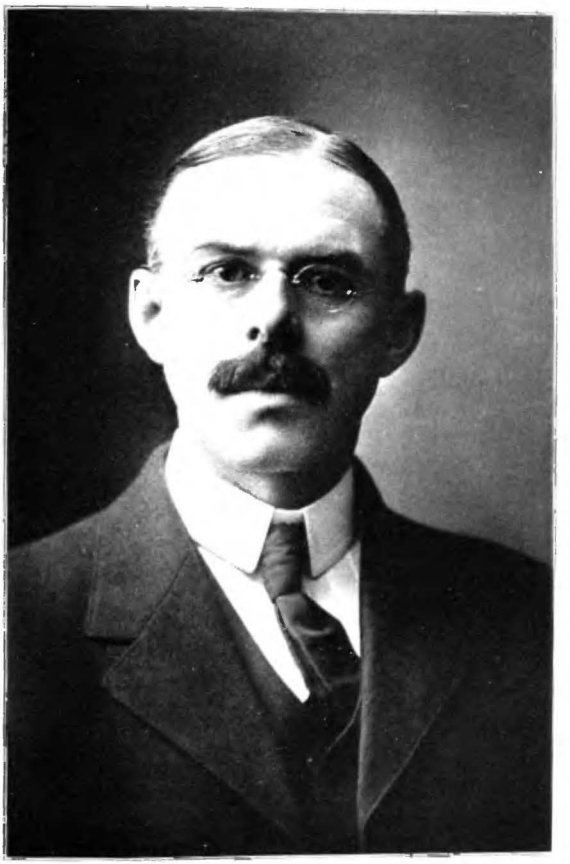
Davenport and in the country schools of northwestern Iowa to the age of eighteen years and in 1882 attended the Davenport Business College. He then took up bookkeeping, which occupation he followed in Davenport for a short period, after which the family removed to South Dakota and there with his father he engaged in farming six hundred acres of land, but drought and other unfavorable conditions made this venture an absolute failure. He and his mother than gave up the farm and removed to Tacoma. Soon afterward Mr. Klindt secured a position as bookkeeper with the Washington Furniture Manufacturing Company, being associated with that firm for nine months, at the end of which time the plant burned and the owners, Rossman & Roeder, did not rebuild. He next entered the real estate business at the time of the boom, investing everything he had, so that when the boom was over he had nothing left. He afterward secured a position with the Tacoma police force, but not liking the work resigned at the end of a year and returned to his former occupation of keeping books. He secured a position with Curtis M. Johnson, a prominent sawmill man, operating at the head of the bay and for a year continued with that firm, or until the mill was destroyed by fire. He was afterward with C. L. Hoskan for eight months, and then secured a position as bookkeeper and labor foreman during the construction of the Western Washington Industrial Exposition building. Later he acted as proxy for G. B. Evans in the Evans & Jennings Paint Company for several years. Subsequently he became secretary for the Navy Coal & Mining Company and was afterwards receiver for the company. His next business connection was with the Seattle Box & Manufacturing Company, of which he was general manager. In 1896 he got the mining fever and with L. L. Locker went to Sunrise City, Alaska. They staked a number of claims which proved worthless and finally gave them up. On the homeward journey he stopped off at Sitka and picked up a partner named Ellefsen and together they took a contract to get out wood for the Baranof Packing Company at Redfish Bay. Here he remained until the following May, when he returned to Tacoma. After a few months T. B. Pixley, Harry Nash and another grub-staked him and with five others (one of whom was his present partner, William Hiltbrunn) he left Tacoma, August 7, 1897, bound for the Yukon. From Lake Bennett he, with one partner, preceded the rest of the party and when they arrived at Dawson, June 18, 1898, he had a

"Lay" arranged for on No. 27 Eadorado, which claim was owned by A. Calder and "Big Alec McDonald, the Klondike King." The next season he and his remaining partners (one of the original six died in Skagway and was shipped to Eureka, California, for burial, and one had found a brother and joined him in a claim) bought a half interest in No. 30 Gold Run. This turned out a fairly good venture and netted each a comfortable sum. August 29, 1902, Mr. Klindt and Mr. Hiltbrunn landed in Seattle from their last trip north, the other two partners having quit the year before. Mr. Klindt then spent a year traveling in the east in the interest of a mining proposition. This not proving a success on his return he bought an interest with the Washington Veneer Company of Puyallup, where, after the plant had doubled its capacity, he sold out and embarked in the real estate and insurance business with his old mining partner in November, 1906, under the firm name Crescent Realty Company.

Being analytically inclined and not prone to accept more on faith than is necessary, Mr. Klindt is religiously and politically a free lance with a strong socialist leaning. He belongs to the subordinate encampment and Rebekah branches of the Odd Fellows and three times represented his subordinate lodge at the grand lodge. He is a charter member of Lodge No. 435, Loyal Order of Moose. From the age of nineteen years he has depended entirely upon his own resources and his life has brought him many varied experiences, many of which have been of a most interesting character, while others have been fraught with hardships and difficulties. But he has persevered in the face of difficult conditions and is today enjoying the fruits of perseverance and well directed effort.

CHARLES H. GRINNELL.

Long connection with the mercantile interests of Tacoma established Charles H. Grinnell as one of its representative business men. For many years he was connected with the wholesale grocery trade and developed his business along legitimate lines, his success resulting from close application, indefatigable energy and reliable methods. Aside from his advancement as a merchant, he displayed traits of character which firmly established



CHARLES H. GRINNELL

him in the regard and goodwill of those with whom he came in contact.

He was born in Mantorville, Minnesota, October 23, 1862, the son of Moses and Letitia (Cooper) Grinnell, both of whom were natives of New York, and the latter was a grandniece of Peter Cooper, the great philanthropist. Moses Grinnell died at a comparatively early age while filling the position of customs house officer. His widow afterward became the wife of C. A. Miller. By her first marriage she had two sons, Charles H. and Harry M., the latter a resident of Seattle. By her second marriage Mrs. Miller had a son, Fred M. Miller, of Wahkon, Minnesota.

Charles H. Grinnell spent his youthful days upon a farm in his native state and was married in March, 1885, to Miss Emma A. Briggs, a daughter of John G. and Abbie E. (Cook) Briggs, both of whom were natives of Connecticut. In 1854 Mr. Briggs removed to Minnesota, where he followed farming until his demise. It was in that state that he reared his family and there his daughter became the wife of Charles H. Grinnell. They became the parents of four children: Ethel, the wife of Earl H. Robbins; Sylvia, the wife of W. Coy Meredith; Emma C., who is at home; and C. H., Jr., who is attending the Washington University.

Six years after his marriage Charles H. Grinnell came with his wife and two children to Tacoma, arriving in March, 1891, and here, in connection with Cooper & Whitfield, he entered the grocery business at Sixth avenue and Pine street. Early in 1892 the business was taken over by J. M. Miller and Mr. Grinnell, who were associated for five years, conducting business under the name of Miller & Grinnell. In 1897 Mr. Grinnell sold out to Mr. Miller and became chief deputy grain inspector during the administration of Governor Rogers. In June, 1900, the wholesale grocery house of the Love-Johnson Company was established and soon afterward Mr. Grinnell became connected with the company as a stockholder and city salesman. Through his wide acquaintance and his activity the business of this department was soon doubled and he became recognized as the most effective salesman in the local field. Upon the death of Mr. Johnson in April, 1904, he became secretary and treasurer of the company and with the retirement of Mr. Love in 1906 the Tacoma Grocery Company was organized and Mr. Grinnell was made its president and general manager. He brought to this

executive position the same capacity and energy that distinguished his work of successful salesmanship and the business of the Tacoma Grocery Company has rapidly developed until it has come to be recognized as one of the leading wholesale grocery houses of the Pacific northwest. Mr. Grinnell's standing in business circles was indicated by the fact that he was elected vice president of the Western Washington Wholesale Grocers' Association and treasurer of the Washington branch of the National Coffee Roasters' Association.

In his political views Mr. Grinnell was a democrat from the time that age conferred upon him the right of franchise. He was interested in his party and did everything to promote its success, yet he never sacrificed the public weal to partisanship. Mr. Grinnell gave his attention largely to enterprises identified with civic welfare and was an effective worker in the Tacoma Commercial Club up to the time of his injury in 1908. He was one of a committee of business men that considered and was instrumental in getting a municipal dock during the first administration of Mayor A. V. Fawcett. He also belonged to the First Baptist church, of which he was one of the trustees, and he held membership with the United Commercial Travelers, the Knights of the Maccabees and the Woodmen of the World. He was most devoted to his home and family, his happiness centering at his own fireside and finding expression in his efforts to promote the welfare of his wife and children. For five years Mr. Grinnell made a heroic fight against what many physicians pronounced an incurable malady and all were aware of the intermittent suffering of the deceased from injury to the spine—physical pain that was borne with Christian fortitude—yet he was so much better, so much like his own efficient, active, optimistic self, that his family and friends were stunned when on Friday afternoon, on the last day of the old year, December 31, 1915, "God's finger touch'd him and he slept."

CHARLES C. MILLER.

Charles C. Miller was one of the organizers of the American Wood Pipe Company, manufacturers of wooden water pipes used for insulating underground steam pipes. In this connection he has been active in the development of a substantial busi-

ness. He was born in Washington county, Wisconsin, July 29, 1865, a son of G. Miller, a native of Germany, who on coming to America in 1854 settled in Washington county among its pioneer residents. He took up the occupation of farming, which he followed successfully for many years, but both he and his wife have now passed away. The latter bore the maiden name of Caroline Schloemer. She, too, was a native of Germany and in 1839, during her childhood days, was brought to the United States by her parents, who became pioneer farming people of Washington county, Wisconsin.

Mr. and Mrs. Miller had a family of seven children, of whom Charles C. was the second. He pursued his education in the public schools at West Bend, Wisconsin, to the age of sixteen years and spent his early life upon the farm, with the usual experiences that come to the farm bred boy. He was afterward apprenticed to learn the carpenter's and builder's trade, serving a full term up to the age of twenty-two years. Later he worked at his trade in Milwaukee and in Wausau, Wisconsin, and during the latter part of December, 1887, he arrived in Tacoma an entire stranger. His attention had been attracted to the northwest, and, believing that the new and rapidly growing country would offer an excellent field for an ambitious young man, he made his way to the Sound. During the first years of his residence here he followed carpentering and then began contracting and building on his own account, meeting with substantial success in that connection. He continued therein until 1913, and was one of the members of the Goss Construction Company, Incorporated, acting as general superintendent for the firm for seven years. During that period he built the wing of the present capitol at Olympia, also built the Rhodes Brothers' dry goods store and did considerable work on the Tacoma smelter and on the dry docks of the United States naval station at Bremerton, Washington. In 1913 he joined Vaughn Morrill in organizing the American Wood Pipe Company, which was the second business of its kind established for the manufacture of wooden water pipe used for insulating underground steam pipes. The plant covers five acres and the factory covers over a half acre of ground space. The company employs an average of twenty people and their trade relations extend throughout the northwest. From the beginning the undertaking has proven profitable and has become an important industry of the city.

In Tacoma, in 1890, Mr. Miller was married to Miss Bertha

Neick, a native of Milwaukee, Wisconsin, and a daughter of Mr. and Mrs. Henry Neick. The father is still a resident of Milwaukee, but the mother is deceased. Mr. and Mrs. Miller have become the parents of four children but lost their first born, Alvina. The others are: Helen, a student in the University of Washington; Emma, the wife of J. O. Hoy, of Tacoma; and Clarice, a public school pupil. They reside at No. 202 North E street and Mr. Miller owns the property.

Politically Mr. Miller is a republican but has never been an aspirant for office and several times has declined to become a candidate for the city council. He belongs to the Masonic fraternity, having taken the eighteenth degree of the Scottish Rite, and he is identified with the Elks and with the Commercial Club. He and his wife are consistent members of the Lutheran church, Mrs. Miller taking a very active part in its work. He left home a poor boy and reached Tacoma with less than twenty-five dollars. He possessed energy and determination, however, and these qualities have proven more substantial than capital. He has worked his way upward and his diligence and perseverance are now manifest in tangible success.

THEOPHIL FEIST.

Theophil Feist, member of the dry goods firm of Feist & Bachrach, was born in Alsace-Lorraine, October 26, 1873, his father, Samuel Feist, also a native of the same place, became a successful merchant and is now residing in Strasburg, in Alsace-Lorraine. He was born under the French regime and is a member of a very wealthy and prominent family of that country. He married Bertha Dreyfus, who was born in the Rheinpfalz, Germany, and is now deceased.

Theophil Feist was the sixth in a family of eight children and the youngest son. He was educated in Alsace-Lorraine to the age of fourteen years and then entered upon a clerkship in a wholesale grocery house, being thus employed for six months. He had a desire to come to America and a cousin of his who had resided for some time in America was then on a visit to Germany, so that Theophil Feist accompanied him when he again went to the United States. He arrived in New York in July, 1889, and after visiting Memphis, Tennessee, and San Francisco, he came

to Tacoma, where he arrived on the 19th of September, 1889. Soon afterward he secured a position with the house of Chester Cleary & Company, dealers in dry goods and men's furnishings. He started in as cash boy with the firm and afterward filled various positions, being advanced from time to time until he reached the highest position in the store, acting as manager part of the time. In 1893 the firm, meeting with financial reverses, sold their entire stock, goodwill, fixtures, etc., to the Sanford & Stone Dry Goods Company. Mr. Feist continued with the latter firm about eighteen months and then entered business on his own account under the name of Theophil Feist & Company, on Tacoma avenue between Ninth and Tenth streets. After one year Joseph Bachrach, his brother-in-law, associated himself with him under the firm name of Feist & Bachrach. Subsequently they removed the store to 930 Pacific avenue, and eighteen months later they purchased the building at No. 934 Pacific avenue, where Mr. Feist was first employed. After some time they enlarged, annexing the store next door at No. 932 Pacific avenue. Still their accommodations proved inadequate and on the 1st of May, 1916, they removed to still larger quarters at Nos. 1116-1118 Broadway. Today they have one of the largest stores of the kind in Tacoma, employing on an average forty-five sales people. They carry an extensive and attractive stock and the business has grown steadily along substantial lines in harmony with modern commercial methods.

In New York city, on the 9th of June, 1915, Mr. Feist was married to Miss Jessie Levy, who was there born and is a daughter of Solomon and Lena (Metzger) Levy, representatives of an old and prominent family of the Empire state. Mr. and Mrs. Feist reside at No. 705 North G street. Fraternally he is a thirty-second degree Mason and a member of the Mystic Shrine, and is also identified with the Elks, while his membership relations extend to Temple Beth Israel, of which he is president. He is also a member of the Commercial Club and B'Nai B'rith. His is a notably successful career. He has ever displayed marked promptness, energy and insight in the conduct of his business affairs. He arrived in this country with a cash capital of twenty dollars and his first employment brought him only his board and lodging. After the second year he was paid five dollars per week and during the third year received eleven dollars per week. From that modest beginning he has worked his way steadily upward, and the success he has achieved repre-

sents the wise use he has made of his time, talents and opportunities. His ability has brought him prominently to the front and his record proves that success and an honored name may be won simultaneously. He enjoys the confidence and goodwill of his colleagues and contemporaries and he ranks with the most progressive merchants of Tacoma.

DAVID A. SWAN.

David A. Swan of Tacoma, president of the Midland Lumber & Investment Company, ranks among the leading business men of the city and has been continuously connected with the northwest since 1909. He was born in Montclair, New Jersey, in May, 1878, but in 1883 was taken to St. Paul, Minnesota, by his parents, David E. and Mary B. Swan. There he attended the public schools and later high school, from which he was graduated in 1895. He at once secured a position as clerk with the Chicago, Burlington & Quincy Railroad, with which he remained until 1898, when he became clerk for the Great Northern Railroad. In 1900 he entered the employ of the Northern Pacific Railroad in a similar capacity, but after six months was transferred to Tacoma as secretary to the assistant president of that road. In July, 1901, however, he was made secretary to the general manager of the company and went to St. Paul. In April of the following year he resigned that position and removed to Chicago, becoming secretary to the vice president of the Griffin Wheel Company and remaining in that capacity until 1903, when he was transferred to their plant at Detroit, Michigan, as cashier. In 1905 he returned to Chicago as manager of their Chicago branch and in the following year he was made assistant general manager and elected one of the trustees. His rapid advancement was a direct result of his enterprise, his careful study of the business and his trustworthiness. In July, 1909, however, he resigned that office on account of ill health and came to the Yakima Valley of Washington where he lived retired for six months. The equable climate proved very beneficial and at the end of that time he had sufficiently recovered his health to again engage in business. He located in Tacoma and with Beal Foster and Claude Gray organized the Midland Lumber & Investment Company of which he has since been president

and treasurer, while Mr. Foster for several years held the office of vice president and secretary. In July, 1910, they bought out the interest of Mr. Gray in the concern and also bought properties belonging to the Independent Mill Company and reincorporated for twenty-five thousand dollars. In 1912 they again extended their business interests, gaining control of the Local Lumber Company, but in April, 1914, Mr. Swan sold his interest in that concern to Mr. Foster and in turn purchased the latter's interest in the Midland Lumber & Investment Company. In that year J. H. Callan became interested in the latter company and has since served as secretary. The business of the concern has now reached large proportions and its rapid and steady growth has been more largely due to the ability and energy of Mr. Swan than to any other one cause. He studies business conditions carefully, keeps in close touch with everything that is done in the management of his company and is at once progressive and prudent in the direction of its affairs.

Mr. Swan was married in April, 1904, in Tacoma, to Miss Clarice Cardin, and they have five children: Cardin, Clarice, Darthea, David A. Jr., and Edmund Lockington. Mr. Swan is a stanch republican in politics but his business interests have made such heavy demand upon his time and attention that he has never had opportunity to take a very active part in public affairs. He belongs to the Union Club, to the Tacoma Country & Golf Club, the Commercial Club, the Metropolitan Club of Seattle, the Chicago Athletic Club, the Royal Arcanum and the Elks and is popular in these organizations. He has not only gained individual prosperity, but he has also been instrumental in promoting the industrial expansion of his city and takes a keen interest in everything relating to its welfare.

WILLIAM V. BURRILL.

The year 1891 witnessed the arrival of William V. Burrill in Tacoma and his activities along various lines during the intervening years have gained him prominence in the citizenship of this district. He has been associated with important business interests. Born in New York state in 1860, he was educated in the eastern metropolis and in Europe. He retained his residence in New York until 1891 and for several years was a mem-

ber of the New York Stock Exchange before he removed to Tacoma. After his arrival in this city he was for a time in charge of the money order department in the postoffice but later resigned and in 1900 he opened the Balfour-Guthrie docks, of which he had charge for a year. At the present time, however, he is living retired from business save for the management which he gives his private investments.

In Tacoma, in 1894, in St. Luke's church, was celebrated the marriage of Mr. Burrill and Miss Helena C. Bailey, a native of Philadelphia, and they have become the parents of two children: Frances Field, a sophomore in Smith College, of Massachusetts; and William V., Jr. Mr. Burrill is deeply interested in all that pertains to the welfare and improvement of his city and has been especially prominent in its club circles. He is a very active member and the secretary of the Union Club and he was one of the organizers of the Country Club, in which project he was associated with H. Cranston Potter and C. B. Hurley. The club quarters were located on the north side of American Lake from 1895 until 1904 and of the club Mr. Burrill was the first president. He was also one of the original members and the captain of the South Tacoma Golf Club and is a member of the present Golf Club at American Lake. He is one of the oldest members and the vice president of the Tacoma Lawn Tennis Club. He was also identified with the old Chamber of Commerce and since 1892 has been a representative of the Benevolent and Protective Order of Elks. All of these interests have brought him a wide acquaintance and he is one of Tacoma's popular citizens.

CHARLES A. PRATT.

Charles A. Pratt was born at North Granville, New York, May 6, 1863, the oldest son of the Rev. J. H. and Phoebe J. Pratt. His father was a Baptist minister, and the boy was educated in the public schools of Illinois and Iowa at the various towns at which his father was stationed.

As his father, during his later life, served under the missionary board, his stipend was small and it was therefore necessary for Charles to begin early to earn what money he could. When he was sixteen years old he began work in a drug store, where he

CHARLES A. PRATT

remained for a year and a half. The first year he received the magnificent sum of one hundred dollars for his year's work, beginning work at seven o'clock in the morning and working until six o'clock at night. The second year he got twelve dollars and fifty cents per month. After working for a year and a half he concluded he needed more education and therefore started in at school again, but had to work his way, which he did by acting as janitor for churches and the school that he attended. He also saved money enough to buy two cows and began life as a business man, taking care of his cows and peddling milk before and after school.

In the fall of 1881 the family moved to Atlantic, Iowa, and he attended high school during that school year, still supporting himself by acting as janitor for churches and schools and doing any other odd jobs that he could find. In the summer of 1882 he went to Sterling, Illinois, and entered business college, taking courses in bookkeeping, stenography and typewriting, and earned his board by taking care of a doctor's office and horses. In the winter of 1883 his father died and the school year was more or less broken up, but during the year 1883 he was able to complete the courses in bookkeeping and stenography.

In the spring of 1884 he joined the rush to take up land in Dakota and took up a preemption claim in Sully county which is now in South Dakota, where he remained until November, when he returned to his old home in Dixon, Illinois, working on farms and at any odd jobs he could find during the following winter and spring. In August, 1885, he began working for Taylor Williams as bookkeeper at a coal mine. He was stationed first at Port Byron, Illinois, but was transferred in the summer of 1888 to Norris, Illinois, and was made bookkeeper and assistant superintendent. There he remained until the end of 1889, when his eyes failed and he had to quit. Having always desired a college education and not being able to obtain one, he read and studied most of the books in the regular course, but the close application, work in bookkeeping, studying late at nights, caused his eyes to give out and he had to give up his work at bookkeeping, his close studying and most any kind of reading for a number of years. For a time he worked as traveling salesman out of Chicago, but in the spring of 1891 decided to come west and with his brother he journeyed to Tacoma, Washington, at which place he arrived the first day of April. Not having any spare money, he took the first work he could find, which was soliciting

for a tea and coffee house. He followed this for but a few months when he went to work for C. C. Woodhouse and learned assaying. In the spring of 1892 he left Tacoma and went to Okanogan county where he worked for a number of different mining companies as assayer and superintendent for a number of years; then he followed mining in Washington, Idaho, Oregon and California, sometimes in one capacity and sometimes in another, until the summer of 1898, when he was employed by the city of Tacoma as an expert bookkeeper in what is known as the "Million Dollar Suit." Shortly after this work was completed, or in December, 1898, he purchased from I. N. Hague a one-third interest in the partnership, operating under the title of the Capitol Box Company. This partnership continued until September, 1899, when the Capitol Box Company was incorporated by I. N. Hague, C. A. Pratt, H. E. Knatvold and A. J. Dykeman. In June, 1900, J. T. Moore bought a one-third interest from Mr. Hague and was made vice president. In the winter of 1901, the capital stock of the Capitol Box Company was increased from ten thousand dollars to fifty thousand dollars and the Michigan Box Company was absorbed. The personnel of this company was, I. N. Hague, president; J. T. Moore, vice president; R. H. Hotchkins, treasurer, and C. A. Pratt, secretary.

For about six months the company operated the two plants, but as dissension arose between Messrs. Hague and Hotchkins and Moore and Pratt, the plants were divided by Messrs. Moore, Dykeman and Pratt keeping the old or original plant and organizing the Pacific Box Company, and Messrs. Hague nd Hotchkins retaining the name of Capitol Box Company and taking the Michigan Box Company plant. This plant was situated on the grounds of the St. Paul and Tacoma Lumber Company and was burned in 1903.

The original buildings of what is now the Pacific Box Company were built in 1889 by L. F. Gault and his associates, but were burned in 1890. They were immediately rebuilt and conducted under the name of the Tacoma Box Company, with P. A. Paulson, president; L. F. Gault, secretary and treasurer, and O. C. Fenlason, manager. This firm went to the wall sometime in 1893, but the factory was conducted by a number of different lessees, but only, generally, during the fruit season. In 1894 the mortgage held by Andrew Potter was foreclosed and for some months the plant was shut down. In the spring of 1896 the partnership was formed by I. N. Hague and James Swallwell,

operating under the name of Capitol Box Company and leasing the plant from Andrew Potter. This partnership was dissolved in the spring of 1898, I. N. Hague retaining the box factory and Swallwell the paper and cigar box part of the business and operating under the name of the Washington Cigar Box Company. In December, 1898, Mr. Pratt bought a one-third interest in the Capitol Box Company from I. N. Hague.

At the time of the organization of the Pacific Box Company the business was strictly catering to local trade. During the first year of its existence it began manufacturing fruit boxes for the Yakima and Wenatchee valleys and for several years it furnished the bulk of the boxes for the fruit crop of those valleys, but local factories sprang up and it withdrew from those markets. It had found a more profitable business in California and what is known as "off shore" business. For several years it has confined itself strictly to off-shore business, shipping mainly to the Hawaiian islands, west coast of South America, Australia, Straits Settlements, China and Manila, or wherever profitable trade is offered.

When the agitation for compensation for injured workmen began in this state, Mr. Pratt took a deep interest in the matter and made quite a study of the workings of industrial insurance in European countries. He was secretary of the committee of employers of the Tacoma Chamber of Commerce and in such capacity appeared before the joint committee of the house and senate during the days of the formation of the workmen's compensation act, chapter 74, session laws of 1911.

It had been agreed between Governor Hay, the employers of the state and the labor unions that each should have a representative on the commission to be formed to enforce this act. Mr. Pratt was a member of the committee of employers of the state to meet the governor regarding the appointment of a man to represent them on the commission. He was afterwards a member of the sub-committee which conferred with the governor relative to the qualifications of some twenty odd applications for appointment as a member of the industrial insurance commission.

As this was entirely new work, something that had never been undertaken by any state in the United States, the employers of the state felt that it was necessary to obtain someone who had been a successful business men and qualified to carry into execution one of the largest undertakings ever entered into by the state. After a great many meetings of the committee with the governor, going over the qualifications of the men proposed, none seemed

to meet the qualifications necessary. A man who would be recommended by the committee of employers would be rejected by the governor for cause, and vice versa. At last the employers began to seek among their own members for someone's name to present to the governor and Mr. Pratt was selected.

Mr. Pratt objected at first as he realized it would require an immense amount of hard work, a great deal of criticism and little or no honor unless success crowned the work, and in the beginning that was very doubtful. He began the work in June, 1911, as a commissioner, and in November, 1911, under the resignation of George A. Lee, was made chairman, which position he held until the 1st of May, 1913. In November, 1912, Governor Lister had been elected as a democrat and on his taking the oath of office in January, 1913, Mr. Pratt presented his resignation, but was asked to remain until the 1st of May, which he did. As his agreement with the employers had been that he was to remain only for two years, or until the work was organized, he felt that he had fulfilled his contract with the employers and was glad to relinquish a very difficult and onerous task.

Mr. Pratt was married on the 7th of February, 1899, to Miss Nellie De Wolfe. In politics he is a republican but carries his religion in his wife's name, as his Baptist friends say, as he has served as vestryman for several years at Trinity church, Tacoma.

ANDREW JACKSON BELL.

Andrew Jackson Bell, manager of the Albers Brothers Milling Company, was born in Chicago, Illinois, September 7, 1875. His father, John W. Bell, was a native of Virginia and a son of Andrew Jackson Bell, a representative of an old Virginian family of Scotch descent. The first of the name in America came to the New World during early colonial days. John W. Bell is now a resident of San Francisco and although seventy-two years of age is still active in business, conducting a real estate and insurance office. He became a resident of the Pacific coast country in 1890 and has since lived at the Golden Gate. He is a Civil war veteran, having served as a private in an Iowa regiment during the contest which established the supremacy of the Union. He wedded Mary Isabel Davis, a native of Iowa and a representative of one of the pioneer families of that state.

Her mother is still living at the extreme age of ninety years, making her home in Council Bluffs, Iowa. In the family of Mr. and Mrs. John W. Bell there were four sons and a daughter, but the daughter died in infancy.

Andrew Jackson Bell was the second of this family and in the public schools of Chicago he began his education which he completed at Oakdale, California, when eighteen years of age. He then entered upon an apprenticeship of three years to the printer's trade, but the business did not appeal to him and after he had completed his term he turned his attention in other directions, accepting a position as clerk in a hotel. He was occupying that position at the time of the Klondike excitement and with others started for Alaska, but when he reached Portland, Oregon, he abandoned the trip because of his inability to secure transportation to the north. He then returned to Southern Mine, California, where he continued to clerk in a hotel for some time. In the spring of 1898 he made his way northward, settling in Tacoma. He then became receiving clerk with the Cascade Cereal Company and continued with that firm for some time, being advanced to the positions of shipping clerk and bookkeeper. He also had charge of the office under John W. Berry, remaining with the Cascade Company for about two years. The business was then purchased by the Albers Brothers in 1902 and Mr. Bell became associated with them. In the summer of that year the old Cascade plant was destroyed by fire, but a new plant was erected and the business resumed. Mr. Bell became office manager and office credit man for the Albers Brothers and in the spring of 1909 was made general manager of the Albers Brothers Milling Company, which position he has since filled. This is a position of large responsibility and importance for the business is an extensive one over which he has direct supervision. The mill manufactures various kinds of cereals, its output amounting to five hundred barrels a day. They have mills at San Francisco, Oakland, Seattle, Tacoma, Portland and Los Angeles, and the business is one of the largest of its kind on the Pacific coast. In the Tacoma plant forty-five people on an average are employed. The Tacoma mill covers a ground area of two hundred and fifty by three hundred feet and the storage capacity is eighty thousand bushels.

On the 20th of October, 1903, in Tacoma, Mr. Bell was married to Miss Augusta B. Selzer, a native of Nebraska and the daughter of Carl Selzer. They have a son, John W., who

was born in Tacoma, November 20, 1905. They reside at No. 1111 South Ainsworth street, which property Mr. Bell owns. In politics he is a democrat but without aspiration for public office. He was reared in the Methodist church, although not connected now with any religious organization. He belongs to the Elks lodge, the Commercial Club and the Automobile Club and he is popular among his associates in these organizations for he is a courteous, kindly gentleman, ever recognizing the rights of others and appreciative of true worth on the part of others. His business career has been notably successful for he started out in life empty handed and has worked his way upward, winning success through earnest efforts, close application and unfaltering energy. He today occupies a responsible position, having practically entire control over the business at Tacoma.

LORENZO YOUNG STAYTON.

Lorenzo Young Stayton has built up a good business as a cement pipe manufacturer and is recognized as a man of energy and sound judgment. He maintains offices at No. 510 California building. His birth occurred on the 18th of February, 1858, at Lockhart, Caldwell county, Texas, and he is a son of Thomas Stayton, who was born in Kentucky, of English stock. The first members of the family to settle in the United States located on Staten island, New York. The father was a well known attorney and was judge of both the county and superior courts in Kentucky and in Tennessee. The later years of his life were passed in the Lone Star state and for a considerable period of time he engaged in the stock business there, proving as successful in that occupation as he had as a lawyer. He passed away in 1868. His wife, who bore the maiden name of Nancy Jane Pugh was born in Indiana and was of French descent. She died in 1915 at the advanced age of eighty-four years. To their union were born twelve children, of whom nine are living.

Lorenzo Y. Stayton was reared upon the frontier in Texas and as there were practically no schools there at that time he had very limited educational advantages. However, he has learned much in the school of experience and through keeping in touch with the questions and issues of the day and through reading has gained a wide general knowledge. At the time of the Civil war

the family went to Camp Verde, seeking protection there, as did many of the other settlers in that frontier region. At the close of hostilities they removed to Bell county, Texas, where our subject grew up upon the home place. Following his father's death he remained upon the farm with relatives until he reached the age of seventeen years, when he began his independent career. He turned his attention to the stock business, with which he was already familiar, becoming connected with a large ranch located on the Pedernales river in Blanco and Gillespie counties. In 1873 he entered the Texas rangers' service and assisted in keeping order along the border until 1879. In the performance of his duties he was often called upon to fight the Mexicans and Indians. After leaving that service he removed to Waco, Texas, where he engaged in brick manufacturing until 1888.

It was in the spring of that year that Mr. Stayton came to Tacoma, where he has since remained. He continued for a time in the manufacture of brick, supplying the brick for a number of important buildings in the city, but about 1889 on account of business conditions he turned his energies to other lines. He went into the timber for about seven years engaged in cutting cordwood. In 1897 he went to British Columbia and in addition to prospecting for gold on his own account investigated the value of a number of claims in behalf of the Big Lake Mining Company of Tacoma. He only remained north for about a year and at the end of that time again came to Tacoma.

Since his return to this city Mr. Stayton has engaged in concrete contracting and has been very successful in that connection, having laid many miles of sidewalk. He built the first concrete walk in the city and although he now has many competitors he is still a leader in that line of work. In 1905 he extended the scope of his activities by beginning the manufacture of cement pipe. His interests in that connection have grown rapidly in importance and the annual output of his factory has reached a large volume. He is well patronized not only in the city of Tacoma but in the surrounding territory, and his enterprise is one of the factors in the industrial development of the city. He likewise owns an interest in some coal mines which are being successfully operated. He has a great deal of mechanical ability and in 1915 obtained the patent for a collapsible steel centering for making a monolithic and continuous cement concrete pipe. The factory is located at South Fiftieth street and Pacific avenue and is provided with thoroughly modern equipment.

Mr. Stayton was married in Bell county, Texas, in 1875, to Miss Rosie F. Boney, a daughter of Bud Boney, a prominent farmer of Eastern Texas. At the time of the Civil war he joined the Confederate army and was reported missing. Mr. and Mrs. Stayton have become the parents of two children: Nettie, now the wife of Alexander Stayton, a farmer of Oklahoma; and Estelle, who married Bert Hicker, who is the foreman in Mr. Stayton's factory.

Mr. Stayton refuses to follow the dictates of a party leader, voting for whom he considers the best candidate without regard to his political allegiance. Fraternally he belongs to Camp No. 288, W. O. W.; to Chinook Tribe, No. 10, I. O. R. M.; to National Union, No. 43; to the Patriotic Order of Sons of America; to Royal Orange Lodge, No. 277, of Tacoma, and to Merlin Grove Druids, of Tacoma. When he came to Tacoma twenty-seven years ago he found a small and comparatively insignificant town but as the years have passed the settlement has grown with marvelous rapidity, and Tacoma is now a city of more than one hundred thousand inhabitants. He has taken the greatest interest in watching its development and has done all in his power to further the advancement of the city along material, civic and moral lines. He is enthusiastic in regard to its opportunities and possibilities and considers it his permanent home.

HERBERT H. GOVE.

Mr. Gove became a resident of Tacoma on the 1st day of September, 1889. For a number of years prior thereto he had been with the old house of August Gast & Company of St. Louis, in the bank note engraving and lithographing business. Shortly after locating here he became interested in the Tacoma Abstract & Title Insurance Company, which, with a number of other concerns in the same line, was afterwards merged in the Commonwealth Title Trust Company, Mr. Gove becoming president and manager of the company, and with that concern he has since been identified.

Mr. Gove was born in Wisconsin, removing with his family when a young lad to Rochester, Minnesota, and there he received his education. He began his career in the newspaper business, and was employed on some of the leading papers in the large

cities of the middle west. When the development of the country west of the Missouri river in North Dakota began, he went to Mandan and established a paper called the Mandan Pioneer, which he disposed of within a year or two, and devoted himself to the real estate business for a short time, subsequently going to St. Louis, where he was married to Miss Katherine Lenehan, later removing to Tacoma, as above stated.

Mr. Gove is descended from ancestry who were among the very earliest settlers in New England. He is a son of the late Royal H. Gove, long a prominent lawyer of Minnesota.

Since coming to this city he has been prominently identified with its business life, and is well known in the title business throughout the northwest. Mr. Gove is also a director of the Puget Sound Bank & Trust Company, and has various interests in this city and state. He is a member of the Commercial Club, Union Club and a number of other social organizations. He has always manifested a public-spirited devotion to all interests for the upbuilding of Tacoma.

HARRY D. COWLES.

Harry D. Cowles, vice president of the Hunt & Mottet Hardware Company, occupying a prominent position in wholesale circles of Tacoma, was born in Rochester, Minnesota, in September, 1869, a son of A. B. and Katharine Cowles. The father was born at Painted Post, New York, and later removed to Rochester, Minnesota, with his parents, there pursuing his education in the public schools. In 1861 he entered the Union army and served until the close of the war, after which he became a resident of Chicago, where he remained until 1873, when he came to the northwest, settling at Olympia, Washington. There he engaged as chief clerk in the office of the United States surveyor general, acting in that capacity most acceptably to the time of his death, which occurred in 1911.

Harry D. Cowles was but four years of age at the time of the removal of the family from Chicago to this state. He attended the public schools of Olympia, completing his course with the first class that was graduated from the high school of that city in 1888. He afterward occupied a clerical position in the office of the United States surveyor general and still later in the

United States land office, there remaining until 1896. He afterward resigned and formed a partnership with George G. Mills under the firm name of Mills & Cowles for the conduct of a general retail hardware business, in which he was engaged until 1904, when he sold his interest and removed to Tacoma. Here he formed a partnership with Mr. Reynolds and they purchased the business of the Washington Hardware Company, which they incorporated, Mr. Cowles becoming president with Mr. Reynolds as secretary and treasurer of the company. In 1906 they consolidated their interests with those of the Hunt & Mottet Company, wholesale hardware dealers, and of this company Mr. Cowles has since been the vice president. He is thus actively associated with the commercial interests of the city and is displaying marked executive force and ability in controlling the interests of the house. His identification with the hardware trade covers twenty years, of which period twelve years has been passed in Tacoma.

In September, 1912, in Lynn, Massachusetts, Mr. Cowles was united in marriage to Miss Alice Blaney. They are members of the Episcopal church and Mr. Cowles gives his political allegiance to the republican party. He is also well known in Masonic circles, having taken the degrees of the York Rite and of the Mystic Shrine. He is likewise an Elk and he belongs to the Commercial Club and to the Tacoma Country Club.

HERBERT HUNT.

Herbert Hunt was born in Coatsville, Hendricks county, Indiana, April 17, 1869. His parents were Dr. Tilghman and Amanda (Harvey) Hunt. Dr. Hunt practiced medicine in Coatsville for more than forty years, building up a practice that extended over five counties. Herbert Hunt was the eldest of eleven children, eight of whom are living. After passing through the common schools of Coatsville he entered DePauw University, in Greencastle, Indiana, and was graduated in 1891 and immediately entered newspaper work in Chicago, which he gave up in order to return to the university and take a course in law. He then became connected with a newspaper in South Bend, Indiana, leaving it to join the staff of the Indianapolis Sun. In 1893 he became telegraph and then city editor of the Baltimore World

HERBERT HUNT

and the next year returned to the Sun, where he remained until 1900, when he went to Everett, Washington, as editor of The Evening Record (now the Morning Tribune). In 1905 he became connected with the Tacoma Daily News in an editorial capacity. He is a member of the Commercial and University Clubs. April 25, 1894, he married Miss Lucile Marshall in Indianapolis, Indiana. She is the daughter of Mr. and Mrs. George B. Marshall. Mr. Marshall is now commander of Custer Post, G. A. R., in Tacoma. Mr. and Mrs. Hunt have four children, Marshall, Katharine, Louise and Herbert, Jr.

WILLIAM G. HELLAR.

William G. Hellar, of Tacoma, has many important business interests, being connected with a number of real estate and banking concerns and also being engaged in the brokerage business. He was born on the 24th of November, 1866, in Mount Morris, Illinois, a son of Martin and Ann (Newcomer) Hellar, both natives of Maryland. The father was a miller for a number of years but after removing to Kansas in 1876 engaged in stock raising in Kansas, Indian Territory, Texas and New Mexico. He passed away on the 3d of December, 1912, and his wife died in 1871.

William G. Hellar received his education in the public schools of Wichita, Kansas. Following his graduation from high school he entered the Kansas State Bank at Wichita as clerk and remained with that institution for four years. Later he engaged in the real estate business at Fort Smith, Arkansas, for a time and on leaving that place he went to Los Angeles, California, hoping that his health would be benefited by the change of climate.

In 1888 Mr. Hellar returned to Fort Smith and turned his attention to the book and stationery business, but in November of that year sold his store and removed to Tacoma, arriving here on the 16th of December, 1888. He accepted a temporary position as bookkeeper in the Pacific National Bank and was for a short time in charge of Stewart & Masterson's Bank at Puyallup. On the 28th of March, 1889, he entered the employ of L. F. Thompson and C. H. French and established for them a bank at Slaughter, now Auburn, of which he became cashier.

The following June, he was offered the position of assistant cashier of the Traders Bank of Tacoma, which he accepted, remaining with that institution until it closed in 1894. In 1891, he was honored by election as manager of the Tacoma Clearing House and he retained that important position until 1895.

After the Traders Bank of Tacoma went out of existence, he opened an office in the Berlin building and engaged in the brokerage business, with which he is still connected under the name of Hellar, Lyon & Company. The offices of this concern are now at 607 National Realty Building. He is also president of the Traders Trust Company of Tacoma; secretary and treasurer of the Washington Realty Company; president of the Coast Realty Company; secretary of the French Drug Company; secretary of the Chamber of Commerce Building Company; and also a director and a member of the executive committee of the National Bank of Tacoma and a director and vice president of the Tacoma Savings Bank and Trust Company and is intrusted with various other trusteeships. Mr. Hellar is a safe expert and many refractory combinations have yielded to his manipulation.

Mr. Hellar was married on the 15th of October, 1895, to Miss Bertha Helen Peck, a daughter of the late J. W. Peck, who was the first representative on the coast of the Merchant's Despatch Company. He died in January, 1913, and his wife passed away in 1909. Mr. and Mrs. Hellar have two children: Dorothy Phillips, nineteen years of age, who has just completed a course at the Misses Shipley's School at Bryn Mawr, Pennsylvania; and William Grant, Jr., fourteen years of age, a public school student.

Mr. Hellar has supported the republican party since becoming of age. He belongs to the Union Club of which he was president for three years and of which he has been a trustee for the better part of twenty years and is active in its affairs as a member of the house committee. He also belongs to the Tacoma Country and Golf Club, of which he is vice president, trustee and chairman of the house committee, and spends the greater part of his spare time in playing golf, thus securing the recreation which is so essential to the man who desires to maintain his physical health and highest efficiency. He also belongs to the Commercial Club and his advice is sought in connection with the plans of that organization for the development of the city. He spends the summer months with his family at his cottage at the Country Club and his city residence is at 407 North D street. He is one

of the most active men of the city, and his career indicates what may be accomplished where energy and enterprise are guided by sound judgment as he was practically empty-handed when he arrived in Tacoma.

ARCHIBALD W. FRY.

Archibald W. Fry, who is manager of the Equitable Savings & Loan Association of Tacoma, is making an excellent record in that capacity and has the full confidence of all of the officers of the company. He was born in Ontario, Canada, on the 10th of February, 1878, of the marriage of William O. and Ann J. Fry, both natives of Ireland and both now residents of Toronto. The father has reached the advanced age of eighty-five years, and the mother is eighty-three years old, but they are both active and interested in all the events of the day.

Archibald W. Fry received his general education in Canada and subsequently was for four years in the employ of the Canadian government, holding a diamond drill in mines. On severing that connection in 1904 he came west and took a business course in the Northwestern Business College at Spokane, as he wished to fit himself for a business career. He secured a position in a Spokane dry goods store and remained there for four years, during which time he rose rapidly, becoming assistant department manager. On leaving that store he went to Montana as a representative of Grant Smith & Company, with whom he was connected for a year. He then went to Portland and in 1910 entered the employ of the Equitable Savings & Loan Association as district manager. Since February, 1911, he has resided at Tacoma and has so ably directed the interests entrusted to him that the business of the company has shown a steady growth. The Equitable was established in 1890 and the concern is ranked among the leading business enterprises along that line in the northwest, with assets over three million three hundred thousand dollars, and securities over seven million dollars. The officers of the company are as follows: Charles E. Ladd, of Portland, president; Theodore B. Wilcox, of Portland, vice president; Edward Cookingham, of Portland, second vice president; F. McKercher, secretary; and M. M. Johnson and C. W. Hayhurst, assistant secretaries. H. M. Cake is attorney and in addition to the officers

the directors are Richard R. Hoge, S. M. Mears and Walter Macky.

Mr. Fry was married at Spokane on the 18th of October, 1911, to Miss Beulah May Butler, a native of Kansas, and they have a son, William Archibald, who was born in Tacoma on the 26th of August, 1915. Mr. Fry is independent in the exercise of his right of franchise and keeps well informed as to the issues of the day. His ability as a business man is conceded by all who have come in contact with him and his salient personal qualities are such that he has gained the warm friendship of many.

ELMER DOVER.

Elmer Dover, president of the Tacoma Gas Company, belongs to that class of citizens who have won the proud American title of a self-made man. He stood before the door of opportunity demanding admission and he has ever realized that indefatigable industry, merit and ability are indispensable concomitants of success. His life record had its beginning on the 14th of April, 1873, his birthplace being McConnelsville, Ohio. The family to which he belongs has been represented on the American continent through six generations, and there were six of the name who served loyally in support of the cause of independence at the time of the Revolutionary war. The family comes of English ancestry. The paternal grandfather was John Dover, a native of Pennsylvania, and it was in Wheeling, West Virginia, that the birth of his son, John W. Dover, the father of Elmer Dover, occurred. He became a resident of McConnelsville, Ohio, where he very successfully carried on merchandising. He has taken a very active and prominent part in shaping and controlling the policy of his city and in promoting public progress in other ways. In fact, he is regarded as one of the leading men of his state in connection with political and civic matters. For the past twenty-five years he has been active in office in McConnelsville, serving for several terms as a member of the city council and also as a member of the school board. He was likewise a member of the board of the Ohio Reformatory at Mansfield, having been appointed to that position by the governor. He married Frances Winn, a native of Ohio, and a daughter of Abner Winn, who was

of German descent, although the family was early established in America.

Elmer Dover is the eldest of a family of five living children, three daughters and two sons. He was educated in the public schools of McConnelsville, Ohio, and started out in business life at the age of fourteen years in connection with newspaper work. When sixteen years of age he was editor and manager of the McConnelsville Herald, and for eight years he devoted his attention to journalism in Akron and in Portsmouth, Ohio. In 1896 he filled the position of clerk in the Republican national committee headquarters in Chicago and in 1897 he became private secretary to Senator Marcus A. Hanna, continuing in that position of responsibility, honor and trust until the latter's death in 1904. He was appointed secretary of the Republican national committee and in 1904 was elected to that office and re-elected in 1908, but resigned in 1909. These connections have brought him into personal relationship with the most distinguished statesmen and political leaders of the age, but he withdrew from political circles to become an active factor in business life of the northwest.

In 1910 Mr. Dover arrived in Portland, Oregon, where he remained for a year, being connected with H. M. Byllesby & Company as manager of public utilities. In 1911 he arrived in Tacoma as Pacific coast manager, having in charge utility properties in Idaho, Montana, Oregon, Washington and California. His interests are of the broadest scope, and he is accounted one of the foremost business men of the northwest. He is now president of the Tacoma Gas Company, the Olympia Gas Company and the Everett Gas Company, is president of the Oregon Power Company, and several other companies operating in Washington and the west. He is also president of the Idaho and Montana Power Company, operating in Montana, in Washington and in Oregon, and is vice president of the Western States Gas & Electric Company, operating in California. He is vice president of the San Diego Gas Company, operating in California, and is vice president and Pacific coast manager for H. M. Byllesby & Company. These interests bring him into close connection with the public utilities of the entire Pacific coast, and he displays a spirit of marked enterprise in handling and controlling interests which largely affect the general welfare of society. He has notable business discernment and the faculty for discriminating readily between the essential and the non-essential.

Mr. Dover was married January 28, 1898, in Portsmouth,

Ohio, to Miss Martha Peebles, a native of that state and a daughter of John and Sally (Tewksbury) Peebles, who were early and prominent settlers of Ohio. They occupy a very beautiful home at No. 824 North Yakima street in Tacoma.

Mr. Dover gives his political allegiance to the Republican party. He is of the Presbyterian faith, and has membership in the New York Avenue Presbyterian church in Washington, D. C. He belongs to the Union, Commercial, Country and Golf, Rotary, Tennis, Ad and Automobile Clubs of Tacoma and besides his local connections is identified with the Arlington Club of Portland, the National Press Club of Washington, D. C., the Lawyers' Club of New York City, the Railway, the Republican and the Ohio clubs, all of New York City, and several other prominent organizations in Washington and Chicago. While a resident of Tacoma his activities and interests have been too wide to name him as a man of a locality. He is preeminently an American citizen, imbued with the spirit which actuates this country in its development and upbuilding. He has come in close touch with many of its leaders and his opinions have carried weight in councils where questions of grave import have been considered. His record is a notable example of the opportunity that America affords to her sons. Leaving school at the age of sixteen, he started out, actuated by the laudable purpose of attaining success. Each advance step has brought him a broader outlook and wider opportunities and along the path of steady progression he has reached the plane of prominence and distinction, his activities covering a broad field in which the public has been both a direct and indirect beneficiary.

HON. STANTON WARBURTON.

Hon. Stanton Warburton, attorney at law, has gained a position of leadership in a profession in which there is the keenest competition and in which prominence can be won only by those possessing high ability. He has long been a student of public affairs, and for eight years he was a member of the state senate and in 1910 was honored by election to the lower house of congress, serving in that body for two years.

Mr. Warburton was born in Sullivan county, Pennsylvania, April 13, 1865, a son of James Warburton, who was born in

HON. STANTON WARBURTON

Warburton, England, in August, 1829, and was brought by his parents to the United States in 1832. The family home was established in Sullivan county, Pennsylvania, and there he received his education in the public schools. On reaching mature years he engaged in farming and in 1868 he removed to Cherokee, Iowa, where he continued to follow agricultural pursuits until his demise in 1907. He was married in Sullivan county, Pennsylvania, to Miss Sarah Bedford, and they became the parents of twelve children.

Stanton Warburton attended the schools of Cherokee and after graduating from the high school in 1884 became a student in Coe College at Cedar Rapids, Iowa, from which he was graduated in June, 1888, with the degree of Bachelor of Science. Not long afterward he removed to Tacoma and began reading law in the office of Judson, Sharstine & Sullivan. In May, 1889, he was admitted to the bar and at once began practice, continuing alone until 1903, when he formed a partnership with John Boyle, the firm name being Boyle & Warburton. In 1910 he was chosen to represent his district in congress and for two years concentrated his energies upon his duties as representative, making a creditable record. He first became well known in state politics in 1896, when he was the only republican in the state elected to the senate. He was reelected in 1900. During the eight years that he was a member of the upper house he gained much influence in that body and performed valuable work. One of his most important congressional acts was the introduction of a plan to establish a system of interstate highways which should be sixteen feet wide, connecting every state capital with each other and with the capital of the United States. The capitals were used as basic points through which the roads must pass, after which the system was planned to take in all cities of over one hundred thousand population and all the chief seaports and at the same time arrange the routes so that they would run in the direction of the general movement of commerce and travel with the least possible mileage; also it was provided that the routes between points named must be located so as to pass through all cities of over three thousand where it would not cause a deviation of over twelve per cent. The bill also provided for branch roads to every city of a population of twenty thousand providing the city can be reached by fifty miles of roadway, and in case this could not be done provided that the government should build fifty miles provided the city or state would build the additional mileage. His investiga-

tions showed that only about a half dozen cities in the United States of twenty thousand population or more could not be reached without the city or municipality constructing any mileage. Two-thirds of the two hundred and thirty cities with a population between twenty and one hundred thousand are on the main trunk highways and every city of over one hundred thousand is on a main trunk highway, together with every capital and every seaport of the United States over twenty thousand. Thus over two-thirds of the people of the country would reside on one of the highways or within ten miles of one. The actual mileage necessary to be constructed under the proposed bill would be eighteen thousand miles or less, including branch lines. Mr. Warburton's bill proposed that the fund for the work be raised by approximately restoring the internal revenue tax of 1879 on tobacco and set aside the additional income from that source as a national road fund. The law of 1879 fixed the same tax on all grades of cigars. The bill proposed that the tax should be in proportion to the value of the cigars and the additional tax so provided would amount to about sixty million dollars a year. If the proposed roads should cost fifteen thousand dollars a mile, the roads would be paid for in about five years. The tobacco tax is not one-fourth of what it was during the war, having been reduced in 1873, 1879 and 1883 because the government was getting more revenue than it was using. Moreover, the increased tax on a single cigar would be so slight that the consumers would not know that there was any difference.

Mr. Warburton was married in Garner, Iowa, in September, 1890, to Miss Iris Brockway, and they have become the parents of three children: Leota, who is now the wife of E. E. Niccolls, of Tacoma; Maude, who attended the Annie Wright Seminary and is now at home; and Stanton, sixteen years of age, who is a high school student.

Mr. Warburton belongs to the Commercial Club, the Tacoma Country and Golf Club, the Union Club, the Lochburn and Lakewood Golf Clubs, and the Tacoma Yacht Club. He is also identified with the Benevolent Protective Order of Elks and the Fraternal Order of Eagles. Some years ago he acquired one lot on the southeast corner of Broadway and Eleventh streets and built there the Warburton block, which has grown into what probably is the most profitable property in Tacoma. At the expiration of his term in congress Mr. Warburton resumed the practice of law, but he takes only such cases as particularly interest

him. His success in the practice has been due largely to the intensive study which he devotes to his cases, a fact which, his fellow attorneys say, makes him a dangerous antagonist in a lawsuit. He has been a steady and willing contributor to church and public movements.

J. W. RAWLINGS, D. D. S.

Dr. J. W. Rawlings, of Tacoma, whose practice is limited to orthodontia, was born in New Harmony, Indiana, June 9, 1868, and came to Tacoma in 1888. He entered the dental department of the University of Pennsylvania in 1896 and was graduated therefrom in 1899. In January, 1901, he returned to Tacoma, where he has since been engaged in active practice.

In 1903 Dr. Rawlings was married to Miss Jennie M. Bell, of Tacoma, and to them have been born five children: Margaret, Florence, James, Mary Elizabeth and Joseph.

Dr. Rawlings received a post-graduate degree from the dental department of Northwestern University of Chicago in 1909 and is a graduate of the Dewey School of Orthodontia of the class of 1913. He belongs to the Tacoma Commercial Club and to the Tacoma Golf and Country Club.

FRANK L. STOCKING.

Frank L. Stocking was born August 11, 1855, at Torrington, Connecticut. His parents were Samuel Judd Stocking and Mary Louise Fellows. In direct line of descent he traces his ancestry back to George Stocking of Suffolk, England, who was the first and the only one of the name known to have emigrated to America. George Stocking was a Dissenter and member of the party of Rev. Thomas Hooker which landed in Boston in 1633. In 1636, still a member of the Rev. Thomas Hooker party, he was one of the original founders of Hartford, Connecticut.

Frank L. Stocking received a common school education in his home town and was graduated from Eastman's Business College at Poughkeepsie, New York, in 1875. That same year he went to Jacksonville, Florida, and entered the postoffice service, which

was the beginning of what has proved to be his life work. In March, 1891, he arrived in Tacoma and was for a time with the Northern Pacific Railroad Company and the Merchants National Bank, leaving the last named to enter the local office June 1, 1891, as assistant postmaster under J. D. Hogue, a position which he held through the term of A. B. Case. He was also with O. B. Hayden until he was appointed assistant director general of posts for the Philippines in 1899, his practical knowledge of detail postoffice work and experience of years being considered as fully qualifying him to assist in establishing the United States postal system in the Philippines. On July 1, 1899, he was commissioned postmaster at Manila, being the first American postmaster for that office. He served in this office until December 31, 1901, when he resigned and returned to Tacoma. On April 16, 1905, when H. L. Votaw became postmaster Mr. Stocking returned to the position of assistant postmaster, which position he held until the death of Mr. Votaw December 9, 1910, when he was chosen by the bondsmen of Mr. Votaw as acting postmaster. On April 1, 1911, he assumed the duties of postmaster on appointment by President W. H. Taft and held the office until March 10, 1915.

W. FRANK ANDREWS.

The International Stevedore Company, which is capitalized for $525,000 and employs about one thousand men, is one of the largest concerns in its line in the northwest and operates in a number of the most important cities of this section. As its vice president, W. Frank Andrews has a large influence in business circles in Tacoma and in successfully managing its affairs he has displayed executive ability of an unusual order, the power of thinking in large and the faculty for recognizing opportunities which others fail to see.

W. Frank Andrews was born in Yarmouth, Nova Scotia, on the 30th of October, 1859, and remained at home until he was fifteen years of age, during which time he acquired a common school education. He then went to sea and for a number of years followed a seafaring life. He rose rapidly and at length became captain and in the course of his voyages visited Tacoma at seven different times, first in 1891. Each visit to the city strengthened

his first impression that it was destined to be one of the important business and industrial centers of the northwest and in 1905, while in Japan, he made arrangements for identifying himself with its business interests. Accordingly, when he next reached this city, he left the sea and sent his vessel back to England under another captain. In February, 1906, the International Stevedore Company was organized with James S. Gibson, president; W. F. Andrews, vice president; E. A. Quigle, of Seattle, secretary, and Neal Begley, of Seattle, treasurer. The company has branches at Seattle, Port Townsend, Victoria and Vancouver, and is the holding company of McCabe & Hamilton, the Victoria & Vancouver Stevedore Company and the Washington Stevedore Company. It is capitalized for five hundred and twenty-five thousand dollars and employs in all about one thousand men, two hundred and fifty being employed in Tacoma. During many months of the past year the payroll amounted to between four and six thousand dollars. The company has the best equipment for loading and discharging vessels on the Pacific coast and as a result of its facilities for quick and efficient work is accorded an immense business. They have power wires in every warehouse in Seattle and Tacoma and, moreover, all of the wiring is in conduit, which necessitated a large expenditure of money but which adds greatly to the safety of the warehouses. Among its other equipment the company has twenty-two electric belt conveyors which have proved very efficient in handling freight. In addition to the large business done in loading and unloading vessels the company does a great deal of repair work, maintaining repair shops in Tacoma and other cities.

Mr. Andrews was married in 1890 in England to Miss Hattie Utley. He is a republican in his political belief and supports the candidates and measures of that party at the polls but has never been an office seeker. He holds membership in Lebanon Lodge, No. 104, A. F. & A. M., of Tacoma, in the Tacoma Automobile Club and the Tacoma Yacht Club, of which he is a charter member. His active interest in the expansion of Tacoma's business interests is indicated by the fact that he is a charter member of the Rotary and Commercial Clubs and no project of either organization for the advancement of the city lacks his hearty cooperation. For five years he was commander of four divisions of the Naval Militia, one at Seattle, two at Tacoma and one at Aberdeen. The four divisions are provided with three training ships, the Goldsborough, the Vicksburg and the torpedo boat Fox. He

was well fitted by his many years of experience at sea for his work as commander, and his services were highly satisfactory to all concerned. There was much regret when he resigned on the 1st of December, 1915. Since becoming a resident of the northwest he has thoroughly identified his interests with those of this section of the country and has had an influential part in its development along many lines of activity.

J. FRANK HICKEY.

J. Frank Hickey, of Tacoma, who is engaged in business under the style of the J. F. Hickey Motor Car Company, has the agency for the White automobile for the territory covering Pierce, Lewis, Chehalis, Thurston and Pacific counties, Washington, and his business has increased steadily from the start. He is also the head of the Tacoma Transit Company, which operates a line of motor busses throughout the Puyallup valley. His office and garage is at No. 812-14 A street and his is the leading business of the kind in the Pacific northwest. He is at the head of the Mountain Transportation Company, which operates motor cars in and through the Rainier National Park; and is at the head of the White Truck Logging Company, organized to clear land and handle logs.

Mr. Hickey was born on the 21st of September, 1879, in Chicago, Illinois, a son of Maurice J. and Catherine (Burke) Hickey, further mention of whom is made elsewhere in this work. He received his early education in the public schools of Chicago and was later a student in the University of California from 1900 until 1904, taking both a general literary course and a course in mechanical engineering. After leaving college he became locomotive engineer for the Northern Pacific Railroad Company, which position he held for about ten years.

In 1910 Mr. Hickey severed his connection with that corporation and went into the automobile business in Tacoma, organizing and incorporating the Tacoma Transit Company in the fall of 1913. This concern was formed to operate a line of motor busses throughout the Puyallup valley and was the first venture of the kind in the northwest. Mr. Hickey has since served as president of the company and to him is due much of the credit for its success. Under the name of the J. F. Hickey Motor Car Company

J. FRANK HICKEY

he has a large and well appointed garage at No. 812-814 A street and also does an extensive business as agent for the White Automobile Manufacturing Company of Cleveland. He represents that company throughout five counties in Washington and although he began business on a small scale now has the largest single agency for motor trucks and high grade pleasure cars in the northwest. He was the pioneer dealer in motor trucks in Tacoma, his foresight enabling him to recognize the opportunity for the use of motor cars in heavy hauling. The same keen insight into conditions and progressive spirit have characterized him throughout his business career and he has always been in the lead in the automobile business in Tacoma.

Mr. Hickey casts his ballot in support of the men and measures which he believes will promote the best interests of all the people but has never taken an active part in public affairs, as his business requires his undivided attention. He is identified with the Benevolent Protective Order of Elks, the Knights of Columbus, and the Commercial Club. He resides with his mother at No. 619 South K street and is one of the best known of the younger business men of the city. Not only is his marked ability widely recognized, but he is also popular personally as his salient characteristics are such as invariably win esteem and regard.

WILLIAM H. HICKER.

William H. Hicker is a well known street grading contractor, maintaining offices at No. 1002 North Ainsworth street, and he has done a large share of the work in that line in the city. He was born on the 15th day of May, 1861, in Fulton County, Ohio, a son of Daniel H. Hicker, who was born in New York and is now living retired at No. 1027 North Steele street, Tacoma. He came to Tacoma in 1889 and has thoroughly identified his interests with those of the city. He was formerly a carpenter and contractor and met with gratifying success in that connection, accumulating a competence. At the time of the Civil war he enlisted in the Federal army and served at the front until a short time before the surrender of General Lee.

In 1856 he married Margaret Powers, a daughter of Whit Powers, and to them were born two children: Mrs. Viola Oswald, residing in Ohio, and William H., of this review. The

mother of these children died in 1861, and the father subsequently married Jennie Holloway, who is a native of Ohio and is still living. The children by the second union are: one who died in infancy; B. E. Hicker, a resident of Tacoma; Minnie, the wife of S. E. McArtor, of Mill Valley, California; C. E., a grocer of Tacoma; Rae, the wife of A. E. Lollon, of Chehalis, Washington, and H. D., an attorney of San Diego, California.

William H. Hicker passed his early days in Kansas, which was then a frontier state. His educational opportunities were limited and the greater part of his time was spent in assisting his father with the work of the home place. However, he has become a well informed man, as he never ceased to observe carefully and to keep in touch with the happenings of the day through reading and his long contact with the workaday world has given him a rich store of practical knowledge. He came to Tacoma in 1891 and for a while did whatever he could find to do, contracting, teaming, etc., but at length he went into the street grading business, in which he has since continued. He has graded more miles of street than any other man in the business, and his work has been thorough and has stood well the test of time. When he came here there were only a few streets which were graded, but Tacoma now has some of the best highways on the Pacific coast and he takes pride in this fact, not only as a citizen, but also because he has been directly concerned with so much of the street work.

Mr. Hicker was married on the 8th of January, 1889, at Marysville, Kansas, to Miss M. E. Clarke, a daughter of Darby and Mary (Gleason) Clarke, both of whom were born in Ireland. On emigrating to this country they settled in Massachusetts and later removed to Wisconsin, where the father engaged in farming for some time. Later he removed to Tacoma and passed away in 1908, after having survived his wife for several years. Mr. and Mrs. Hicker have become the parents of six children, five of whom survive, namely: Winnifred, twenty-six years of age; Jennie, twenty-four years old, who is now a student in the Normal College at Bellingham; Vera, twenty-two years old, who is a high school graduate; Marie, who is fifteen years of age and is in school; Anita, who died when nine years of age, and Vivian.

Mr. Hicker believes in the principles of the Republican party but usually votes independently at local elections. He is identified with the Maccabees and has many friends within and without

that organization. For twenty-five years he has resided in this city and has seen it develop from a comparatively small town into a metropolitan commercial and industrial center.

REUBEN L. BLISS.

Reuben L. Bliss, a well known lumberman of Tacoma, was born on the 24th day of February, 1853, in Penfield, Pennsylvania, a son of Arnold and Freelove (Lucore) Bliss, natives respectively of New York and Massachusetts. The Bliss family was established in Rhode Island before the Revolutionary war and its representatives are still numerous in the eastern states, although many have emigrated westward. About 1820 Arnold Bliss and one of his brothers settled in Pennsylvania and both reared large families in that state. Rev. Phillip P. Bliss, the associate of Dwight L. Moody and Ira D. Sankey, was a cousin of our subject. He lost his life in a railroad accident at Ashtabula, Ohio. A bridge gave way under the train and the car in which he was riding was burned and no trace of his body was ever found. About 1865 Arnold Bliss removed with his family to Iowa, and there he passed his remaining days.

Reuben L. Bliss received his education in the public schools of Iowa and on beginning his independent career turned his attention to teaching, which profession he followed for two years. He then went to Minnesota and for several years represented the Deering Harvester Company on the road, but in 1895 he became interested in the lumber business and accepted the position of manager in a lumberyard at Fergus Falls, Minnesota, where he remained for about five years. He then removed to De Lamere, North Dakota, where he conducted a retail lumber business and was also connected with the De Lamere State Bank, holding the position of vice president. In 1910 he disposed of his interests there and came to Tacoma, since which time he has been connected with the lumber business here. He is employed as an expert tallyman by the Seattle Sawmill Company, which owns a large mill in Seattle. He is highly efficient in the performance of his work and has the complete confidence of his superiors.

Mr. Bliss was married in 1874, in Linn County, Iowa, to Miss Lida Church, a daughter of David and Mary Church, na-

tives of Ohio. Her father was a farmer by occupation and gained a gratifying measure of success in that connection. Both he and his wife passed away many years ago. Mr. and Mrs. Bliss have a daughter, Elizabeth, who is now the wife of Charles G. Danstrom, deputy state grain inspector. She and her husband make their home with her parents.

Mr. Bliss has always supported the candidates of the Democratic party at the polls, but has never sought nor desired office. He is a member of the Masonic order and the Independent Order of Odd Fellows, in which he has filled all the chairs and with which he has been identified for more than thirty years. His career has been characterized by industry, sound judgment and trustworthiness, and the success which he has gained is well merited.

CHARLES T. MUEHLENBRUCH.

Charles T. Muehlenbruch, conducting the leading confectionery and ice cream establishment in Tacoma, was born in Manitowoc, Wisconsin, on the 6th of December, 1864, his parents being Gottlieb and Ottilia Muehlenbruch, who removed with their family to Chicago when their son was a lad of but seven years. There he attended the public schools to the age of twelve years and afterward entered the employ of Bunte Brothers, wholesale confectioners, as an apprentice. Gradually he worked his way upward in that connection, passing through intermediate positions until he became foreman.

In 1891 Mr. Muehlenbruch resigned with the object of trying his fortune in the northwest and with his arrival in Tacoma he opened a retail confectionery establishment at No. 753 Tacoma avenue, where he remained only four weeks and then removed to 953 Tacoma avenue, where he carried on business for four years. On the expiration of that period he established his business at No. 1111 Tacoma avenue, where he is now engaged in the manufacture of confectionery and ice cream. In 1906 he bought out the retail business of George Schroeter at No. 917 Broadway and since that time has conducted a store at that place, having there the finest confectionery and ice cream parlor in Tacoma. When he embarked in business on his own account in 1891 his cash capital was but forty-four dollars, but in November, 1915,

CHARLES T. MUEHLENBRUCH

he incorporated the business with a capital of eighteen thousand dollars and he is practically sole owner of the stock. He employs seventeen people, and his trade is constantly growing, for the excellence of his product has been his best advertisement.

In Chicago, in 1887, Mr. Muehlenbruch was married to Miss Hattie Miller, and they have two children: Erna, now the wife of L. L. Doud, of Tacoma; and Roy, sixteen years of age, who is attending high school.

The religious faith of the family is that of the Lutheran church, and in his political belief Mr. Muehlenbruch is a republican. Fraternally he is a Mason, having taken the degrees of the Scottish Rite and also belonging to the Shrine. He is likewise identified with the Elks, the Odd Fellows and the Ancient Order of United Workmen. At present he is serving on the house committee and on the retail bureau committee of the Commercial Club and along strictly recreative and social lines he is connected with the Tacoma Country and Golf Club. A desire to succeed, a spirit willing to attack any business proposition in his line and a ready adaptability combined with indefatigable industry, have been the salient forces which have won for him the creditable place which he now fills as a representative of the commercial interests of Tacoma.

ERNEST CATTRON WHEELER, M. D.

Dr. Ernest Cattron Wheeler arrived in Tacoma on the 1st of December, 1905, and in the intervening years has proven his right to rank with the distinguished medical and surgical practitioners of the northwest. For several years he was in general practice, but now confines his attention to the treatment of diseases of the eye, ear, nose and throat and has gained distinction in this field.

Dr. Wheeler was born in Manchester, Iowa, November 8, 1872, and is of English descent, the ancestral line being traced back to three brothers who, on coming to this country, settled in New England. His parents are James A. and Mary Ursula (Cattron) Wheeler, natives of New York and Indiana respectively. In the early '50s the former accompanied his parents to Iowa, at which time Asa Wheeler, the grandfather of our subject, became identified with farming interests. James A.

Wheeler afterward became a special traveling passenger agent for the Illinois Central Railroad Company, which he thus represented for a quarter of a century. In 1906 he became a resident of Tacoma, where he is now living retired. He is a Civil war veteran, having served as a private of the Forty-first Iowa Volunteer Infantry. His wife, a native of Indiana, is a daughter of William Cattron, a representative of one of the early families of that state of German descent. She still survives and lives with her mother, Mrs. Judith Cattron, who at the age of ninety-two years, retains both her physical and mental faculties largely unimpaired.

Dr. Wheeler is the only child of James A. and Mary U. Wheeler and in the public and high schools of Manchester, Iowa, he pursued his education until he completed a course by graduation with the class of 1890. He then attended Cornell College in Mount Vernon, Iowa, and won the Bachelor of Arts degree in 1894, while the honorary Master of Arts degree was conferred upon him by his alma mater in 1896. With broad literary learning to serve as the foundation upon which to build the superstructure of professional knowledge, he took up the study of medicine in the Chicago Homeopathic Medical College and was graduated in 1897. He next entered Rush Medical College, the medical department of Chicago University, and completed his course in 1899. From 1897 until 1899 he served as an interne in the Cook County Hospital and following his graduation from Rush he began practice as assistant to Dr. I. N. Wear, surgeon for the Northern Pacific and the Chicago, Milwaukee & St. Paul Railroad Companies. He practiced in Fargo, North Dakota, for six years and became a member of the County Medical Society and was secretary of the State Medical Society.

The opportunities of the northwest, however, attracted him and on the 1st of December, 1905, Dr. Wheeler arrived in Tacoma. Here he immediately entered upon active practice, in which he was engaged until January, 1911. On the 25th of that month he met with a serious automobile accident and later he and his wife went abroad. While in the old world he took post-graduate work on the eye, ear, nose and throat in all of the great European hospitals, including those of Austria, Germany, England, France and Switzerland. In 1912 he returned to his native country and in St. Paul, Minnesota, he entered into partnership with Dr. H. A. Beaudoux, a distinguished specialist in the treatment of diseases of the eye, ear, nose and throat, with whom he

spent two years. He then returned to Tacoma. He is secretary of the Pierce County Medical Society and a member of the Washington State Medical Association and the American Medical Association.

In 1897, in Hampton, Iowa, Dr. Wheeler was married to Miss Anita Funk, a native of Illinois and a daughter of E. M. and Sarah (Maynard) Funk, both of whom are living in Hampton, Iowa. The two children born of this marriage are: Anita Merry, born in Fargo, North Dakota, June 16, 1900, and Maynard Cattron, born in Fargo, March 21, 1903. Mrs. Wheeler is a member of the St. Cecilia Club, a musical organization, and is active in church and charitable work. Both Dr. and Mrs. Wheeler hold membership in the Immanuel Presbyterian church and he further exemplifies in his life the beneficent spirit upon which the Masonic fraternity rests. He was made a Mason in Iowa and now has affiliation with both the York and Scottish Rites in Tacoma, while of Afifi Temple of the Mystic Shrine he is a life member. He also belongs to the Benevolent and Protective Order of Elks and he is the first president of the reorganized Tacoma Commercial Club and Chamber of Commerce. He has membership in the University Club of Tacoma and in the Tacoma Country and Golf Club.

WILLIAM A. WHITMAN.

William A. Whitman, who served the city as councilman two terms—1904 to 1908—was born in Tamaqua, Pennsylvania. His parents, Augustus and Maria Whitman, changed the family residence in 1870 to Danville, Pennsylvania. He attended the public schools there until fifteen years of age, when the family moved to Kansas City, Missouri, where he served several firms as accountant and estimator of general millwork.

In 1891, after making two trips through old Mexico, he became connected with the Missouri Lumber and Mining Company of Grandin, Missouri, and continued with this company until 1898, when he came west, locating in Tacoma, Washington, and accepting the position of local sales manager. This position he resigned in 1899, having organized the Olympia Shingle Company at Porter, Washington, which was operated until 1901, when he again became connected with the Tacoma Mill

Company, continuing until 1916. During this time he organized the Kanaskat Lumber & Shingle Company, with which company he is still connected. In 1916 he organized the West Waterway Lumber Company, with himself as president and manager, and he erected a modern sawmill in Seattle with facilities for shipping its product by car or vessel.

Mr. Whitman was married in Poplar Bluff, Missouri, April 12, 1894, to Miss Emma Lucretia Freeman. They have one son, Mortimer A., who is now nineteen years of age and is a student in the University of Washington, having completed the high school course in 1914.

In public affairs Mr. Whitman has always taken a lively interest. He indorses the policies of the Republican party. During his membership in the city council he did active work in bettering the city's moral conditions as also in furthering public improvements. Two projects—the Hylebos Waterway and Hylebos Dyking Districts—now being constructed, received much of his attention. He is a member of the Masonic bodies: Tacoma Chapter, No. 4, R. A. M.; Commandery No. 2, K. T.; Afifi Temple, A. A. O. N. M. S., and he also belongs to the Modern Woodmen of America. For six years he served as trustee of the Masonic Temple Association and for two terms was a trustee of the Tacoma Commercial Club.

EDWARD A. RICH, M. D.

Dr. Edward A. Rich is engaged in the active practice of his profession in Tacoma and his high standing is indicated in the fact that he has been honored with the presidency of the Pierce County Medical Society, with the vice presidency of the Washington State Medical Society and with the position of secretary and treasurer of the North Pacific Surgical Association. He has specialized in the field of orthopedic surgery, being well qualified for this branch of the profession by study in Europe as well as by private reading and investigation. The years attest his developing powers in this field, in which he has gained much more than local eminence.

Dr. Rich is a native of Saginaw, Michigan. He was born August 19, 1876, of the marriage to William T. and Marie Louise (de Mars) Rich, both of whom were natives of Canada.

The paternal grandfather, Edward Rich, who was of English nativity, went to Canada about 1812, settling in the City of London, where he spent his remaining days as a successful manufacturer. The father established his home in Saginaw, Michigan, about 1850 and for many years was a prominent journalist of that state and of Minnesota, but is now living retired. His wife was born in Eastern Canada and was of French descent. She died in 1882, at the age of thirty-four years, leaving a daughter and a son, the former, Deborah Lucy, being the wife of Charles E. Collett, an attorney of Sidney, Montana.

Dr. Rich, the only son, pursued his education in the public and high schools of St. Paul, Minnesota, and in Hamline University of that city, where he won his Bachelor of Arts degree with the class of 1897. He afterward entered the Jefferson Medical College of Philadelphia and his professional degree was conferred upon him at his graduation in 1901. His theoretical training was then put to the practical test by service as interne in the Jefferson Medical Hospital of that city, where he gained much valuable practical experience. Later he removed to Brigham, Utah, where he remained for five years and during that period was married. He afterward went abroad for further study in the University of Berlin, in which he spent two years and was an assistant to Professor Albert Hoffa, professor of orthopedic surgery in that institution and recognized as one of the eminent surgeons of Germany.

On the 1st of February, 1908, Dr. Rich returned to the new world and made his way to Tacoma, opening offices in this city and in Portland. He was a pioneer in the field of orthopedic surgery in the northwest and his ability in that direction has gained him distinction that has made him well known not only in the Puget Sound country, but to a large extent over the west. The Portland office is in charge of Dr. Charles R. McClure, a graduate of the Cincinnati College of Medicine, who following his graduation became assistant to Dr. Albert Freiberg, a noted orthopedic surgeon of Cincinnati. During his residence in Utah Dr. Rich served as county physician of Boxelder county. Since coming to Tacoma he has concentrated his efforts upon his specialty and has become a recognized authority on everything relating to pediatrics and orthopedic surgery.

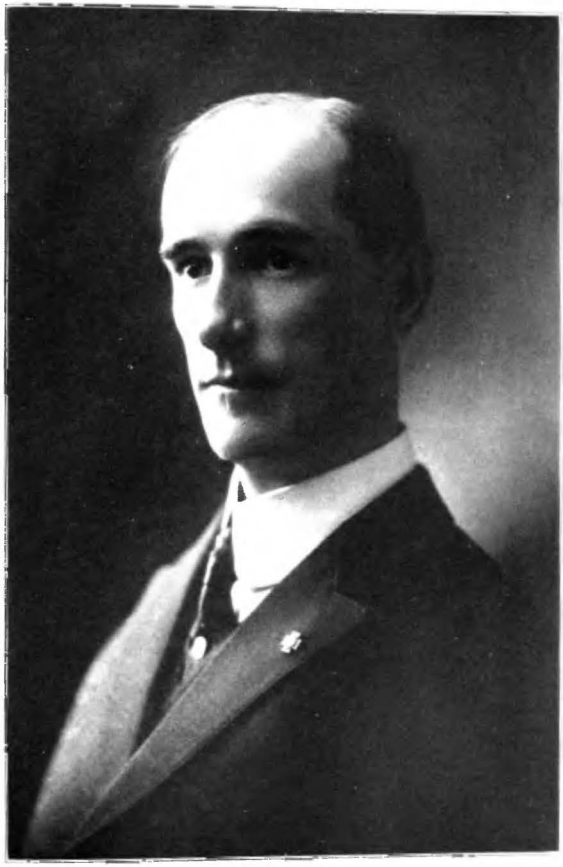
On the 1st of January, 1906, in St. Paul, Dr. Rich was married to Miss Ethelwyn Innis, a daughter of Professor and Mrs. George S. Innis, the former for thirty-five years professor

of history in Hamline University. The three children of this marriage are: Edward de Mars, born in Tacoma, August 3, 1910; Richard Innis, born October 7, 1914, and Nathaniel, born June 8, 1916. The family residence is at No. 2701 North Junett street and is one of the attractive and hospitable homes of the city.

Dr. Rich maintains an independent attitude in regard to political affairs, voting according to the dictates of his judgment and the exigencies of the case. For some time the health department of the city was in a deplorable condition, but on the 9th of May, 1916, Mayor Fawcett appointed Dr. Rich commissioner of health with authority to make any needed changes and the latter has since given much time without compensation to the health work of the city, bringing it to a state of proficiency. He secured the establishment of a central station for the inspection of milk, and meat is also carefully inspected. Dr. Rich has enlisted the aid of a corps of other physicians as helpers and the city health department is now cared for better than ever before. He was made a Mason when in Corinne, Utah, and has become identified with the chapter and the commandery in Tacoma. He also belongs to the Elks' lodge, to the Royal Arcanum and to the Commercial Club and his religious faith is evidenced in his membership in the First Methodist church, of which he is one of the deacons and a most active and helpful church worker. His life is actuated by high and honorable principles and has been characterized by the utmost devotion and fidelity to the duties which have devolved upon him. Realizing fully the responsibilities which are his in connection with his professional work, he has availed himself of every opportunity to advance his knowledge and promote his skill and his ability has brought to him a growing practice which now extends over Oregon, Washington and the northwest, including a considerable section of western Canada.

ELWELL H. HOYT.

Elwell H. Hoyt, president of the Crown Drug Company, is known not only as a capable and successful business man, but also as an enterprising citizen, who for two years served as president of the Twelfth Avenue Improvement Club and has been a prominent factor in military circles in the state. He was born



ELWELL H. HOYT

in Jessup, Iowa, September 11, 1879, a son of Charles and Barbara E. Hoyt, who in the year 1885 left the Mississippi valley for the Pacific coast and became residents of Portland, Oregon, where Elwell H. Hoyt attended the public and high schools until he reached the age of twelve years. Ere entering upon his teens his father died and he made his initial step in the business world, securing a position in the drug store of Love & Bushong, with whom he remained until 1898, thus receiving his preliminary training in the line of business in which he is now engaged. In the year of the Spanish-American war he enlisted for service in the Oregon National Guard as a member of Battery A, of the field artillery, and was assigned to duty at Vancouver barracks. Returning to Portland he entered the drug store of Woodward & Clark, proprietors of one of the largest establishments of the kind in the world. He remained in charge of their prescription department until March, 1900, when he resigned and came to Tacoma, accepting a clerkship in the store of Walter St. John. He remained in that position until the fall of the same year when he became associated with the French Drug Company as head clerk, thus continuing until 1906 when he established the drug and prescription department in Rhodes Brothers Department store, remaining as manager for two years. Upon the death of Mr. Satterlee, president of the Crown Drug Company, Mr. Hoyt succeeded him in the office, having been a stockholder of the company for several years. In 1908 he reorganized the business and has since continued as president, with George A. Todd as secretary and treasurer. They are general wholesalers, manufacturers and retailers of drugs, and their business has assumed extensive and gratifying proportions, being now one of the leading establishments of this character in the state.

On the 27th of June, 1900, in Vancouver, Washington, Mr. Hoyt was married to Miss Nellie Dopps, a teacher in the Vancouver schools, and to them have been born four children: Evelyn B., Marjorie E., Esther B., and Eleanor M. Mr. Hoyt is identified with several organizations which indicate the trend of his interests and his loyalty in public affairs. He belongs to the Tacoma Commercial Club and Chamber of Commerce, the Woodmen of the World, the National Union, Tacoma Lodge, No. 22, A. F. & A. M., Vida Chapter, O. E. S., of which he is past patron, the Patriotic Order of the Sons of America, and the Spanish War Veterans. He was instrumental in organizing a battery of field artillery and was selected its first lieutenant.

Later the command was organized as a company of the Fourth Coast Artillery. He is identified with the Methodist church and was active in securing the new Young Men's Christian Association building. For five years Mr. Hoyt has been a member of the Tacoma school board and is now its vice president. He was the organizer and for two years—1909 and 1910—was president of the Twelfth Avenue Improvement Club, which organization has been instrumental in promoting many public improvements in that section of the city. In a word he stands for all that is worth while in the life of the individual and of the community, never content to choose the second best but working always for the adoption of high standards. His life has been beneficial in the breadth and nature of his interests and while winning advancement and success in business he has, at the same time, made his work of worth to the city of his adoption.

JOHN WALDO SNOKE, M. D.

Dr. John Waldo Snoke, one of the leading specialists in mental and nervous diseases in the Pacific northwest, maintains offices in Tacoma, where he has a large practice, and he is also superintendent of the Puget Sound Sanitarium at Puyallup. He was born in Princeton, Indiana, on the 13th of March, 1878, a son of Adam J. Snoke, whose birth occurred in Ohio. At the time of the Civil war the father went to the defense of the Union, and his record as a soldier was highly creditable. In 1890 he removed to the northwest and located in Seattle, where he remained for about fifteen years. At the time of his death, which occurred in 1900 when he was sixty-eight years of age, he was superintendent of the public schools of Puyallup. He married Ella Waldo, a native of New York, who is still living at Puyallup and is now sixty-three years old.

Dr. John W. Snoke received the greater part of his general education in Seattle and remained there after the removal of the family to Puyallup. At the time of the Spanish-American war he was employed in a drug store, but he put aside all personal considerations and enlisted in the First Washington Volunteer Infantry, remaining with that command until it was mustered out in 1899. He again turned his attention to the drug business, but after two years decided to prepare for the medical

profession and entered the Cooper Medical College at San Francisco, from which he was graduated in 1905 with the degree of M. D. For six years thereafter he was assistant superintendent of the asylum in Steilacoom and after leaving that institution he opened offices in Tacoma, where he has since practiced as a specialist in mental and nervous diseases. He has also been superintendent for four years of the Puget Sound Sanitarium at Puyallup, of which he is the sole owner. The institution is pleasantly located and well equipped and the treatment given there has proved very efficient. Dr. Snoke holds membership in the Pierce County Medical Society, in the Washington State Medical Society and in the American Medical Association, and through these connections and through constant private study he keeps fully abreast of the developments in the treatment of nervous diseases.

Dr. Snoke was married in 1906 to Miss Helene Nielsen, who was born in San Francisco, and to their union have been born the following children: Albert W., whose birth occurred at Fort Steilacoom on the 19th of July, 1907, and Jean Barbara, born September 27, 1915, at Puyallup, where the family home is now maintained. The doctor supports the Republican party, but has never taken an active part in politics. He belongs to Omega Upsilon Phi, a college fraternity, and also to Steilacoom Lodge, No. 2, A. F. & A. M. He has the confidence alike of the general public and of his professional colleagues, and personally he is popular.

HON. THAD HUSTON.

Hon. Thad Huston, who was serving for the second term as judge of the superior court of Pierce county when death called him, June 24, 1907, was a man whose life record would have been a credit to any community and his life work a valuable asset. His dominant qualities were such as everywhere command confidence and regard and the high ideals to which he held oft times constituted an example that others followed.

Mr. Huston came to the Pacific coast from Salem, Indiana, his birth having occurred in Washington county, that state, April 15, 1846. He is a descendant of one of the old colonial families of Pennsylvania, settlement having been made by the American

progenitors of the Hustons in Mifflin county, Pennsylvania, in 1680. It was in that state that Alexander Huston was born during the latter half of the eighteenth century, but as early as 1805 he became a resident of Kentucky, where he braved the hardships and trials of pioneer life in order to establish a home. He lived in Kentucky for eight years and then went to Indiana, which was also a frontier region. He settled upon a tract of land in the southern part of the state about 1813, when Indiana was still under territorial government, and from that time forward he took an active and helpful part in forming the development and shaping the history of the state. He was elected a member of the first Indiana legislature, which assembled at Corydon, and he remained the incumbent in that office until the capital was removed to Indianapolis in 1825, also serving as a member of the first session held in the present capital.

His son, William Alexander Huston, was born near New Philadelphia, Washington county, Indiana, in August, 1814, and resolving to take up the practice of medicine as a life work, he earned funds that enabled him to pursue his studies in the Louisville Medical College. Later he practiced for some years in Indiana and in 1852 removed to Macomb, Illinois, where he followed his profession until after the inauguration of hostilities between the north and the south. Offering his services to his country, he was commissioned surgeon of the One Hundred and Thirty-seventh Regiment of Illinois Volunteer Infantry and in that connection rendered valuable aid to the Union until he succumbed to the stress and strain which was placed upon his own health, passing away at Memphis, Tennessee, in June, 1864. In early manhood at Salem, Indiana, he had married Sara Thompson, a daughter of James Thompson of that place, and they became the parents of six children. Mrs. Huston long survived her husband and passed away July 9, 1903.

Thad Huston was but a young lad when his parents removed to Macomb, McDonough county, Illinois, and was a youth of fifteen at the outbreak of the Civil war. On the 2d of May, 1864, he enlisted in the one hundred day service and with his father's regiment went to the front, but on the 21st of August of that year, scarcely four months after his enlistment, he sustained a gunshot wound in the knee in an engagement near Memphis. From the effects of this injury he never fully recovered. He was honorably discharged at Springfield, Illinois, in October, 1864, and returned to his home in Macomb. When his wound had

sufficiently healed he taught school near that city. During the summer of 1866 he was connected with the freedmen's bureau and as contract steward of the hospital at Vicksburg.

In the fall of that year Mr. Huston returned to Macomb, Illinois, and soon afterward entered upon the study of law, being admitted to the bar at Macomb, March 2, 1868. As his health had become seriously impaired, necessitating outdoor work of some kind, he went to Chicago and accepted the position of city buyer with a wholesale grocery firm. He afterward returned to Salem, Indiana, and formed a partnership with his brother-in-law, Samuel Voyles, who at that time was prosecuting attorney of Washington county, Indiana. Through the following fourteen years he practiced his profession in Salem and during that period was a recognized leader of the republican party in his state. He served as a delegate to the famous republican convention in Chicago in 1880, when the "immortal 306" made the great fight to elect General Grant for a third term, but unsuccessfully, the convention giving the nomination to James A. Garfield.

It was in 1887 that Mr. Huston, attracted by the opportunities of the northwest, came to the Puget Sound country and established his home in Tacoma, after which he remained continuously a member of the bar of this city until his demise. His ability won almost immediate recognition and he was appointed master in chancery for the United States circuit court for the western district of Washington. He acceptably served in that capacity until 1900, when he was elected judge of the superior court of Pierce county. He was reelected on the republican ticket in 1904 and remained upon the bench until his demise, which occurred June 24, 1907. His record as a representative of the judiciary was one which reflected honor and credit upon the state that honored him.

On the 20th of June, 1900, Judge Huston was united in marriage in Tacoma to Miss Rose L. Kenrich, who came to Tacoma in 1892 and taught school for eight years. Their attractive home became the center of a cultured social circle and they were ever eagerly welcomed wherever true worth and intelligence were received as the passports into good society. Judge Huston was a member of the Military Order of the Loyal Legion and of the Grand Army of the Republic. He attended the Methodist Episcopal church and guided his life by the highest moral standards. Those who knew him attested the fact that he would have been a credit to any community. He was thoroughly alive to the

best interests of his adopted city and he worked toward high civic as well as personal ideals. Over his entire career there falls no shadow of wrong. He was never contented with second best but ever strove to reach the highest standards and there were in his life record those elements which continue as an influencing factor for good in the lives of all with whom he came in contact.

PHILIP B. SWEARINGEN, M. D.

Dr. Philip B. Swearingen, physician and surgeon, entered upon the study of medicine at the age of twenty-two years, and since 1887 has been continuously engaged in practice, being actuated throughout this period by high standards of professional service that have brought him to the front rank in his chosen calling. He was born in Van Buren, Arkansas, November 13, 1862, and was the seventh of nine sons, in a family of eleven children, whose parents were Samuel and Sally (Cox) Swearingen. The founder of the family in America was Gerrit Van Schuerengen, who originally came to America from Amsterdam, Holland, in 1652. He afterward returned to France and married a lady of that country, Barbara Bardette. Returning to the new world, he secured a large tract of land, on which South Baltimore, Maryland, has since been built. He had three sons, one of whom went to Pennsylvania, another to South Carolina, while the third remained in Maryland, and it is from the Maryland branch of the family that Dr. Swearingen is descended. One of the descendants of the Pennsylvania branch of the family was Captain James Swearingen, who established Fort Dearborn upon the present site of the city of Chicago. Dr. Swearingen's father, a native of Maryland, became a resident of Van Buren, Arkansas, in the early '50s and there remained for about two years, after which he crossed the plains to California, traveling with a caravan of mules. The trip was a hazardous one and nine months had passed before the party reached their destination, during which time they lost much of their live stock and were occasionally almost famished for water as they traveled over the long hot stretches of sand that constitute the great American desert. After reaching California Mr. Swearingen engaged in prospecting and mining and was very successful. He continued a resident of Eldorado county, California, for two and a half years and then

DR. PHILIP B. SWEARINGEN

returned to Arkansas, where he remained until his death, which occurred in Van Buren, that state, in 1871, when he was fifty-three years of age. He was a blacksmith by trade and a farm tool manufacturer. His wife, a native of Kentucky, was a daughter of Burrell Cox, member of an old South Carolina family, the battle of Cowpens during the Revolutionary war being fought upon their plantation. Mrs. Swearingen passed away at Van Buren, Arkansas, in 1894, at the age of sixty-nine years.

Dr. Swearingen at the usual age became a pupil in the public schools of his native city, passing through consecutive grades to the high school and also receiving instruction from private teachers. When twenty-two years of age he entered upon the study of medicine and completed a course in the medical department of what is now Washington University at St. Louis, Missouri. Prior to that time he had engaged in teaching in the district and public schools of Crawford county and Van Buren, Arkansas, but he regarded this merely as an initial step to other professional labor and entered upon preparation for medical practice. He won his degree in 1887 and returned to his native city, where he opened an office and remained in general practice for five years. He then passed the civil service examination and was appointed by the United States government as physician on the Puyallup Indian reservation. Accordingly he came to Washington, settling at the Puyallup Indian School on the 31st of July, 1892. He was in the government service there until August, 1895, and then accepted a position as local surgeon for the Northern Pacific Railway. He continued in both positions for two years and was located in South Tacoma but resigned his office in the government service in 1897 and since that time has engaged in the general practice of medicine and surgery and at the present time remains as surgeon with the Northern Pacific Railway. He is likewise surgeon for the Carsten Packing Company and the St. Paul & Tacoma Lumber Company. His professional ability is pronounced, and he has done much important work in his chosen field of labor. He belongs to the Pierce County Medical Society, of which he has served as both vice president and secretary, and he also has membership in the Washington State and American Medical Associations.

On the 6th of June, 1888, at Evansville, Indiana, Dr. Swearingen was married to Miss Letitia Beale, a native of Indiana and a daughter of William and Julia (Prosky) Beale, representatives of an old Pennsylvania family, both now deceased. Dr. and

Mrs. Swearingen have two children: Florence E., born in Van Buren, Arkansas; and Mary F., born in South Tacoma. For years the family residence has been maintained at 6012 South Union street, which property is owned by Dr. Swearingen.

The family attend the South Tacoma Presbyterian church, in which the doctor and his wife hold membership, and he belongs to Clover Lodge, No. 91, F. & A. M., having been made a Mason in Tacoma in 1903. He is also a member of the University Club. He possesses a social, genial nature, which finds expression in his membership in these organizations, and his salient qualities are such as make for popularity among his patients and his many friends in this part of the state.

ROBERT WALKER.

One of the important names in the construction business is that of Robert Walker, who has had the contract for erecting many of the principal buildings and fine homes of Tacoma. He is president and general manager of the Wilkeson Sandstone Quarry Company, Incorporated, and general manager of the Walker Cut Stone Company. He was born on the 6th of November, 1852, in western England and is a son of John and Mary (Webb) Walker. The father was a musician and passed his entire life in England, where the mother also died.

Robert Walker served an apprenticeship in Bristol, which is the oldest city in that section of England, and still has his apprentice papers to the stone trade, issued October 1, 1877. In 1882 he came to America and, making his way to Minneapolis, found employment with the H. Chalker Stone Company of that city. He also worked in St. Paul for a time, but later removed successively to Omaha, Nebraska, and Marysville, Kansas, but at length returned to Minneapolis and formed a partnership with H. Stock under the name of Stock & Walker. This firm secured a contract for the stone erection of the postoffice at Ashland, Wisconsin, and while they were working on that job leased their plant in Minneapolis, which was destroyed by fire during their absence with a total loss, as the lessee had no insurance. However, the firm continued in business and not long afterward secured the stone contract for the postoffice at Sioux City, Iowa. They received seventy thousand dollars for their work on that

building and later were given a contract for the armory of the State University of Minnesota. When that building was completed Mr. Walker was offered the position as manager at the cut stone plant of C. W. Babcock & Company at Kasota, Minnesota, and on the 20th of July, 1896, took up his duties in that capacity. He remained with that firm for eleven years, which is proof of the satisfactoriness of his services. In January, 1907, he came to the Pacific coast on a visit with no intention of locating here. However, he was very much pleased with conditions and while in Tacoma he and T. S. Wilcox took an option on the plant now owned by the Walker Cut Stone Company, Incorporated. They took possession of the place in March, 1907, and not long afterward secured the contract for the First Congregational church, Bullard & Hill, architects. The firm at once took its place as one of the leading concerns in the construction field in Tacoma and it has had the stone contracts for a large number of important buildings, including the following: The Young Men's Christian Association building, the Lincoln Park high school, the Central school, the Oakland school, the Perkins, Tacoma and Crane buildings, St. Leo's school, St. Joseph's hospital, the Tacoma General Hospital and the Chester Thorne mansion on American lake. The company also did the stone work on a residence at Seattle, all of the stone being cut and finished at Tacoma, and it has also secured many other important contracts in Seattle. The firm now has under construction the Everett postoffice, the Aberdeen postoffice and the Ferry museum and the Historical Society building at Tacoma. When the Lincoln high school building was being erected in the fall of 1912 the company purchased the quarries at Wilkeson, which had been previously controlled by Seattle parties. Mr. Walker and his associates have done much to develop this property and have called attention to the superiority of the stone quarried there. The government supervising architect for the Everett postoffice made a careful study of the stone from the Wilkeson quarries and of stone from various eastern quarries and his report to the government was to the effect that the Wilkeson stone surpassed all other quarried in the United States for the erection of large buildings and recommended that it be used in the construction of the Everett postoffice. The company of which Mr. Walker is the president is known as the Wilkeson Sandstone Quarry Company, Incorporated, and deals in sawed stone, building stone, rip rap and paving blocks. About fifty men are em-

ployed and the business has grown so rapidly that it is probable that the force will soon be increased. Mr. Walker is also general manager of the Walker Cut Stone Company, which is likewise incorporated. The most up-to-date machinery is used in the quarry and stone yards and the latest methods are employed in working with the stone. The paving blocks from the Wilkeson quarries have been in great demand in Tacoma and Seattle and have proved of the highest quality.

Mr. Walker was married in Minneapolis to Miss Emily Stock, daughter of James Stock, of that city. To this union have been born five children, of whom four survive, namely: Kittie P., who has completed her education and is at home; William J., twenty-five years of age, who is secretary and treasurer of the Wilkeson Sandstone Quarry Company; Robert G., twenty-three years old, who is foreman with the Walker Cut Stone Company, and Leona, a high school student.

Mr. Walker has always been a Republican in politics and has taken the interest of a good citizen in public affairs, although his extensive private interests have precluded his seeking office. He belongs to the Masons, the Elks, the Knights of Pythias and the Woodmen of the World, and his religious faith is indicated by his membership in the First Baptist church. The Commercial and Rotary clubs find in him an active member and he endorses heartily their plans for the business expansion of the city. He has not only gained marked individual success, but he has also had a part in the industrial development of Tacoma, and he believes thoroughly that the future holds in store still greater things for the city.

ROBERT McCULLOUGH.

Robert McCullough is prominently identified with the industrial and transportation interests of Tacoma as president of the Tacoma Pile Driving & Construction Company and secretary of the Tacoma Tug & Barge Company and the prosperous condition of these two concerns is due largely to his initiative, enterprise and sound judgment. He was born in Glasgow, Scotland, in April, 1863, a son of John and Margaret McCullough. He attended the public schools of Glasgow until he was seven years old, when he removed to Belfast, Ireland, where he continued

ROBERT McCULLOUGH

his education until he was fourteen years old. He then engaged as apprentice in the machine shop of a shipyard and after remaining there for six years became machinist with Harland & Wolfs, shipbuilders, for whom he worked for six years. At the end of that time he emigrated to the United States, locating at San Francisco, where he was a machinist with the Union Iron Works for a year. At the end of that time, 1888, he came to Tacoma and for some time he was a marine engineer, being employed on various boats plying on the Sound, the last of which was The Favorite, which he purchased in 1890. In that year he established the Tacoma Tug & Barge Company in partnership with M. G. Buckley. This association was maintained until 1894, when Captain T. S. Burley bought out Mr. Buckley's interest. The Tacoma Tug & Barge Company have built four towing steamers, namely: the Fairfield in 1898; the Fearless, 1900; the Falcon, 1902; and the Fawn, 1910, all of which they are still operating. In 1911 they changed the tug Favorite from a steam to a gas boat and it is still running on the Sound. Since they have been in business they have built the following barges, all of which they are operating save one: Tacoma Tug & Barge Company, Barge No. I, built in 1900; Barge No. II, built in 1900, sold in 1902; Barge No. III, built in 1901; Barge No. IV, built in 1905; Barge No. V, built in 1906; Barge No. VI, built in 1906; Barge No. VII, built in 1911; Barge No. VIII, built in 1909; Barge No. IX, built in 1909. They also operate four scows, which they purchased in 1898, namely, Stevenson Nos. 21 and 3, the Sunflower and the Violet. The Tacoma Pile Driving & Construction Company, of which Mr. McCullough is also president, have had contracts for important work along the line of pile driving, bridge and wharf building and own two piledrivers. Among other structures they have erected two wharves for the Sperry Flour Mills, the Pacific Coast coal dock, the Commercial dock, the Standard Oil dock and the lumber dock for the Chicago, Milwaukee & St. Paul Railroad.

In Belfast, Ireland, Mr. McCullough was united in marriage to Miss Isabel Watson and they have had nine children: John, deceased; Mrs. Lucinda Margaret Hartman, of Tacoma; Mrs. Selina Watson Sulter, also of Tacoma; Sophia Watson, who was graduated from the Annie Wright Seminary; Walter Herbert, who is twenty-one years of age and is assistant manager of the Tacoma Tug & Barge Company; Albert Edward, de-

ceased; Alberta Isabella, who has also passed away; Mildred Bernice, who is a high school student; and Robert James, who is attending the public schools.

Mr. McCullough casts his ballot in support of the candidates and measures of the republican party, believing that its policies are founded upon sound principles of government. He belongs to both the York and Scottish Rite Masonic bodies, is a Noble of the Mystic Shrine, is a life member of the Elks and is likewise identified with the Loyal Order of Moose. He also belongs to the Commercial Club and supports heartily its plans and projects for the development of the city along business, industrial and civic lines.

BURTON E. LEMLEY, D. D. S.

Dr. Burton E. Lemley, a well known dentist of Tacoma, with office at 1225 Fidelity building, was born in the western part of New York on the 23d of July, 1865. His parents were Leonard W. and Laura E. (Durkee) Lemley, the former of German descent and the latter of Scotch-Irish lineage. The Durkee family was established in New England among the first settlers of that region and is still numerous there. Representatives of the name, however, have emigrated to various parts of the west and in the early days of Utah territory one of its governors was a member of that family. He was one of the founders of what is known as the Durkee Millions. Mrs. Lemley passed away in 1902, and her husband died on the 11th of February, 1915. He was one of a family of six and in his youth learned the carriage and wagon maker's trade, which he followed throughout his life. He came to Tacoma about 1902 and was engaged in business here until his demise. He had two sons, the brother of our subject being Melvin B. Lemley, a contractor residing in Tacoma.

Burton E. Lemley attended the grammar and high schools of Lake City, Minnesota and later worked for ten years, carefully saving his earnings with the view of taking a college course. When he had accumulated sufficient money he entered the Tacoma College of Dental Surgery and after taking a three years course was graduated in 1899 with the degree of D. D. S. He became associated in practice with Dr. J. R. Goble, of Tacoma.

and later bought his partner's interest. For five years he was located at No. 1201 Pacific avenue and for a similar length of time was in the Sherman Clay building, but since December, 1911, has maintained an office at No. 1225 Fidelity building. He is thoroughly progressive in his work, keeping in touch with the most advanced methods of practice, and he makes a specialty of Dr. Carr's system of pyorrhea-prophylaxis. He has gained a large and representative clientage and stands well in his profession. He is also vice president of the Pacific Building & Loan Association and assistant secretary of the Pacific Mortgage & Investment Company. He owns a beautiful home, which he planned himself, at No. 615 North Cushman avenue and is one of the substantial citizens of Tacoma.

Dr. Lemley was married on the 22d of February, 1900, to Miss Margaret A. Hughes, a daughter of Griffith W. Hughes, a contractor of this city, who has passed away, as has his wife. Dr. and Mrs. Lemley have two children: Lyle H., thirteen years of age, and Margaret Elizabeth, eleven years old.

The doctor is somewhat independent in politics and has never taken an active part in public affairs, preferring to concentrate his attention upon his professional interests. He holds membership in the First Methodist Episcopal church, of which he is a trustee, and fraternally he is connected with the Modern Woodmen of America. As a boy he greatly desired to live in the State of Washington and when his health failed in early manhood he came to this state, hoping to benefit from the equable climate. He soon recovered his health here and has since made his home in Washington, the last twenty years being spent in Tacoma. He has thoroughly identified his interests with those of the city and has the greatest faith in its continued growth and development.

T. B. CLAUSSEN.

T. B. Claussen, who has long been well known in connection with mercantile interests in Tacoma, being now connected with the Rhodes Brothers' department store, came to this city from Bismarck, North Dakota. He has always lived west of the Mississippi and is characterized by the spirit of enterprise which has been the dominant factor in the upbuilding of this section of the country. He was born in Bellevue, Iowa, in 1870. His

father was at one time an officer in the German army and after coming to the new world engaged in business in Bellevue, Iowa, where he passed away in 1874.

The son, T. B. Claussen, was for a period connected with commercial interests in St. Paul as a representative of the Powers Dry Goods Company. He afterward removed to Bismarck, North Dakota, where he owned and conducted a store, and after disposing of his interests there removed to Tacoma. In 1889 he opened a dry goods store in the old Bostwick block at Ninth and C streets, conducting business there until 1892, when he became merchandise buyer for the Stone, Fisher Company, with which has was associated for eighteen years, or until 1910. At the present time he is with the Rhodes Brothers' department store.

In Tacoma, Mr. Claussen was united in marriage to Miss Myrtle Misner, a daughter of J. B. Misner, one of the pioneer settlers of this city, and they now have one child, Jeanne, eighteen years of age. Mr. Claussen is connected with the Independent Order of Foresters and also belongs to Lebanon Lodge, F. & A. M. His political support is given the Democratic party, but he has had neither time nor inclination to seek political office, as his business interests have made full demand upon his energies. In January, 1890, he joined the Mason Rifles and has served successively as first lieutenant, second lieutenant and captain.

JAMES C. MURPHY.

James C. Murphy has been connected with newspaper work for many years and is now conducting a very successful wholesale news business in Tacoma. He represents the Seattle Post-Intelligencer and Times in Tacoma and also the Curtis, Hearst and Munsey publications in Tacoma and southwestern Washington. He was born in Pierce County, Washington, on the 4th of August, 1871, of the marriage of Timothy and Catharine Murphy, who were married in Steilacoom, Washington Territory, in 1860.

The father, Timothy Murphy, was born in County Cork, Ireland, whence he emigrated at an early age to the United States. In 1854 he enlisted in New York City and was sent to Washington Territory under the command of General Kautz.

After serving until 1861 he re-enlisted in Steilacoom and was sent east by the way of the Isthmus of Panama and fought all through the Civil war with the army of the Potomac in Company A, Fourth United States Infantry. He was mustered out at the close of the Civil war and returned to Pierce County, Washington, where he lived until his demise in Tacoma, April 30, 1892.

James C. Murphy is indebted for his education to the public schools of Tacoma, having been a pupil at the Old Tacoma school and also a student at the Central school when it opened in 1883. After leaving school Mr. Murphy ran a bus line between Old and New Tacoma until the advent of the street car. He then went into the cigar and tobacco business in Old Tacoma, remaining in that business until 1897, when he went to San Francisco and worked on the San Francisco Chronicle in the circulation department. When the Curtis Publishing Company acquired the ownership of the Saturday Evening Post he accepted the position as Pacific coast manager, remaining with them until 1903, when he returned to Tacoma and was circulation manager of the Tacoma Ledger for four years. He then resigned to take up the business of which he is now the owner and in which has has associated with him his son Eustace, now a young man of twenty-one years. Mr. Murphy is proud of the business he has established and is satisfied with the business that his son expects to make his life work. Mr. Murphy has the distinction of being the first carrier of the Tacoma Daily Ledger when it was established in Tacoma on the 7th of April, 1883. His account when a boy of his work in delivery of the Daily Ledger is very interesting as follows:

"There were three carriers of the Ledger when it made its appearance as a daily paper—Joseph Houghton, Horace Baker and myself," said Mr. Murphy. "I covered the Old Town district; Houghton C street and St. Helens avenue, and Baker, Pacific avenue and the south side. Tacoma was laid out in three separate sections and as the paper was printed in Tacoma proper it was no easy task for us to accomplish our morning work. I lived with my parents at Old Town and every morning Houghton would ride horseback with my bundle of papers to North Fourth and Tacoma avenue. There was a large hollow stump on a corner lot, now occupied by the Griggs residence. Houghton would place the bundle in this stump and I would always get it. We continued this way for more than a year or until the town developed so that additional carriers were required to handle the distribution. Without the horse the publisher would have ex-

perienced considerable difficulty in supplying his subscribers with their papers in a satisfactory time."

Mr. Murphy also recalls what he thinks was one of the greatest advertising stunts ever carried out by a newspaper in those early days. Mr. Radebaugh, the owner of the Ledger, hit upon the idea to lower the record held by Nellie Bly, who had circled the globe in the short time of seventy-two days for the New York World. George Francis Train was the person picked to lower Miss Bly's record. Taking a westerly course he circled the globe in sixty-seven days, arriving at the Ledger office amid the roar of cannon and the playing of bands and shrieking of whistles. Mr. Radebaugh received so many press notices and editorial clippings upon this undertaking that it was impossible to read them all.

Mr. Murphy was married in Tacoma to Miss Josephine Mahoney on the 30th of April, 1893, and they have become the parents of two children: Patricia, who is studying vocal under Sergei Klibansky in New York City, and Eustace, who is associated in business with his father.

Mr. Murphy is a stanch supporter of the Democratic principles and casts his ballot in support of the candidates of that party. In religious belief he is a Roman Catholic. Through his membership in the Commercial Club he is associated with others who are deeply interested in the business and civic advancement of Tacoma, and the projects of that organization profit by his cooperation. He has a wide acquaintance throughout the city, and his genuine worth is attested by the fact that those who have been most closely connected with him hold him in the highest esteem.

FREMONT SMITH HARMON.

Heroism does not merely mean facing the enemy's bullets on the battlefield; it is just as often displayed in facing discouraging circumstances calling forth all the will power, the determination and the optimism of the individual lest he succumb to discouragement, failure and defeat. There is perhaps in this work no history that indicates more clearly the value of strong purpose, persistent effort and honorable dealing than does that of Fremont Smith Harmon, who is today owner of the largest and finest furniture establishment west of the Missouri river. There were

FREMONT S. HARMON

no particularly helpful circumstances or conditions in his youthful years to give him a start toward fame and fortune.

He was born July 28, 1856, at Plymouth, Sheboygan county, Wisconsin, and traces his ancestral history back to Wales through an intervening period covering ten or twelve generations. It was in the year 1637 that John and Joseph Harmon, natives of that little rock-ribbed country, determined to sail for America, becoming the founders of the family in the new world from which F. S. Harmon is descended. He was a youth of seven years when his parents removed to Sioux City, Iowa, where he attended the public schools to the age of thirteen. He was a lad of ten years when the Sioux City Journal began issuing a Sunday edition and at that time he became a newsboy, for he began to sell the paper—his route comprising two hundred and twenty-five subscribers for the Sunday Journal. That "the boy is father to the man" finds verification in Mr. Harmon's career, for the enterprise and determination which he displayed in building up his newspaper route have characterized his entire later career. When a youth of thirteen he secured a clerkship in the Pinckney book store of Sioux City at a salary of six dollars per week, working from seven o'clock in the morning until ten at night and not only selling goods behind the counter but also acting as janitor in the store. He was employed in the book trade for nine years, at the end of which time he turned to Chicago, where he entered the employ of the Western News Company. After three years, at the advice of the manager of that company, he opened a book and stationery business of his own at No. 711 West Madison street, there remaining for two years, after which he sold out and returned to Sioux City, where he entered the employ of Humphrey & Sammons, stationers, but soon afterward the news of the opportunities and advantages of the northwest reached him and through the influence of Ben McCready he started for the Puget Sound country in company with John McCready, N. A. McFall and Ed Kirk. They traveled by stage from Missoula to Helena, Montana, a distance of two hundred and fifty miles, and the remainder of the trip was made by rail.

With the exception of a brief period of eight months Mr. Harmon has continuously remained in Tacoma since he first entered within the gates of the city. He was the possessor of a capital of three hundred and fifty dollars, but he felt that it was not a judicious time for investments. Neither could he find work

in Tacoma and went to Portland, where, after much persuasion, he was allowed to work for his board. Later he returned to Tacoma, which at that period contained no retail furniture establishment. He invested his capital of three hundred and fifty dollars in a store of which Alexander Parker was owner and became manager of the establishment, which was conducted under the style of A. Parker & Company. The business prospered from the beginning but at length the fire fiend destroyed the establishment, leaving the firm with an indebtedness of five hundred dollars and some stock which had been stored in a small warehouse on the opposite side of the avenue. As Mr. Harmon stood viewing the ruins of the store he was approached by Mr. Parker, whose words of encouragement determined Mr. Harmon to once more start out in business. He was told to collect the outstanding accounts of the firm and that Mr. Parker would add some money which he had in the bank. He found that nine hundred dollars was owing the firm and set resolutely to work to collect this amount, which he accomplished. Adding thereto a few hundred dollars which he borrowed from Mr. Parker, he again embarked in the retail furniture business and so closely applied himself to building up the trade that his profits in the first year amounted to four thousand dollars. He continued to sell furniture at retail for three years and in the meantime closely studied business conditions. He then transferred his efforts to the wholesale field, opening a wholesale establishment at Twenty-first and Dock streets, there enjoying a gratifying trade from 1888 until 1893. In the former year he bought out the Tacoma Furniture Manufacturing Company and success attended his efforts until the time of the widespread financial panic, when the sales fell off so that the annual income for the year 1894 was but thirty-three thousand dollars. Again Mr. Harmon had to muster every ounce of courage, determination and optimism which he possessed. There were two strenuous years, but in 1895 business seemed to take a more favorable turn and from that year on the trade has constantly grown and developed until today the annual sales of the house of F. S. Harmon & Company aggregate more than one million five hundred thousand dollars. All this represents the closest application and the most unfaltering effort.

With the growth of the business Mr. Harmon extended his activities by establishing a branch house in Portland in 1900. Four years later another house was established in Spokane and in March, 1909, the Seattle branch of the business was opened.

Through these four houses the firm of F. S. Harmon & Company covers all of the United States west of Denver and north of San Francisco and extends into British Columbia, Alaska, the Yukon territory and the Hawaiian islands. Twelve traveling salesmen are upon the road and the business, now the oldest in the Puget Sound country, is today the largest on the Pacific coast. In 1908 Mr. Harmon began the erection of a mammoth warehouse and repository, erecting an eight story brick building at Pacific avenue and Twenty-first street one hundred and fifty by one hundred and twenty feet, giving one hundred and fifty-five thousand square feet of floor space. This building was erected at a cost of one hundred and thirty-five thousand dollars, exclusive of the site. Excellent shipping facilities were secured by the building of a track connecting with the Chicago, Milwaukee & Puget Sound Railroad.

When the business was reincorporated in 1895 it was capitalized for one hundred thousand dollars. Today its assets are several times that amount and its business amounts to a million dollars and more annually. All of the stock of the company is practically owned by F. S. Harmon, who remains as president and treasurer of the company, with E. C. Oliver as vice president, C. N. Harmon as secretary, E. S. Ray as manager of the Spokane establishment, L. J. Gay as manager of the Seattle branch, and E. W. Barlow as manager of the Portland house.

In 1889 Mr. Harmon was united in marriage to Miss May Lawrence, a daughter of Judge Lawrence, and they have become parents of two children, Helen and Elizabeth. Mr. Harmon is very prominent in club as well as in commercial circles, holding membership with the Union, the Tacoma Country and Golf, the Commercial Club and the Chamber of Commerce. He has advanced far in Masonry, as is indicated by his connection with Afifi Temple of the Mystic Shrine. For many years all outside interests were made subservient to his business affairs and in fact even yet commercial activity is the foremost factor in his life. He is today a dominant figure in mercantile circles in the entire west —the strong center of the community in which he moves. He is prominent as a man whose constantly expanding powers have taken him from humble surroundings to the field of large enterprises and continually broadening opportunities. He has attempted important things and accomplished what he has attempted, but his career has never been actuated by the spirit of vaulting ambition. His insight has enabled him to recognize

opportunities; his energy to utilize them. Keenly alive to the possibilities of every new avenue opened in the natural ramifications of trade, he has passed over the pitfalls into which unrestricted progressiveness is so frequently led and has focused his energies in directions where fruition is certain. Lowell has said, "An institution is but the lengthened shadow of a man." Judged by this standard, F. S. Harmon is a big man—big in that power which understands conditions, grasps situations and molds opportunity into tangible assets.

PAUL VAN HORST.

Paul Van Horst, president of the Standard Chemical Company, was born in Holland, January 10, 1870, a son of Joseph and Blanca (Zee) Van Horst, in whose family were six children, Paul being the eldest. In the schools of Holland he pursued his early education and afterward studied chemistry and pharmacy in Germany, being graduated from the Leipzig University in 1894 with the degree of Ph. D. He was afterward employed by a firm in Belgium for about a year and in 1896 went to England, where he was chemist for Murdock, Smith & Company of London. He continued with that firm for nine years, during a part of which time he was at Bridgeport, Connecticut, and at Long Island City, Long Island. In 1905 the firm sold to the General Chemical Company and Mr. Van Horst interested himself in mining in Alaska. After a short time, however, he returned to the States, going to Seattle in 1907. There he planned several chemical propositions, and in 1911 he organized the Carbon Chemical Company, which later combined with the Standard Chemical Company, with a plant at Twenty-second and Dock streets in Tacoma. The company manufactures coal tar products, creosote, carbolic acid, carbolineum, benzol, cresylic acid and spraying materials and makes a specialty of the carco vegetable spray, which now has a large sale throughout the Pacific coast country. The firm sells to the wholesale drug trade, creosoting plants, the paint manufacturers and seed houses in Washington, Idaho, Montana, Oregon and California. Their business has now grown to large proportions. With splendid university training as the foundation for success, Mr. Van Horst, an expert chemist, has developed products that have wide market

value and today the business of which he is at the head controls a large and growing patronage. He is regarded as one of the best chemists on the Pacific coast, and he is a member of the American Chemical Society.

In 1915 Mr. Van Horst was married in Seattle to Miss E. Erickson, of that city, and they now reside in the Ingleside apartments, having an attractive and hospitable home. Mr. Van Horst is a member of the Masonic order, in which he has attained the thirty-second degree of the Scottish Rite. His political allegiance is given to the republican party, and he keeps well informed on the vital questions and issues of the day. He belongs to the Rotary Club and to the Commercial Club, and his interest in all general questions is that of a public-spirited citizen who realizes that opportunity for personal and public benefit must depend upon the individual. He never neglects his obligations in any public connection and at the same time he gives to his business that needed attention which results in success.

JOHN V. MEEKER.

John V. Meeker, who passed away December 24, 1910, at the good old age of eighty-six years, was long a resident of Pierce county and was closely associated with its interests and upbuilding. So extensive was his acquaintance, so warm the regard in which he was uniformly held that he was called "Uncle John" throughout the city of Tacoma and the surrounding country.

Mr. Meeker was born in Butler county, Ohio, July 13, 1824, and in the winter of 1859 arrived in the state of Washington. Accompanied by his wife and their little daughter, Mary Frances, then a year and a half old, he took passage on a steamship and by way of the Isthmus of Panama traveled all the distance by water to Steilacoom, where he arrived on the 10th of December, 1859. After two or three years he and his family removed to the Puyallup valley, where with others a beginning was made in clearing, utilizing and developing what is now a very fertile section of the state. It was no small task and many were the hardships encountered by those early settlers. "Uncle John," as he was called by all who knew him, engaged in teaching school for a number of years. He also did considerable surveying in Pierce county under contract with the government.

He was ever deeply interested in educational matters. For two terms he served as county superintendent of schools, while at all times his interests were far-reaching and effective forces for the benefit and upbuilding of the schools.

To John V. and Mary J. Meeker were born the following children: Mary Frances, now Mrs. Mary F. Bean; Joseph P.; Lucy J. Marshall, deceased; Harriet E., the wife of E. M. Dana; and Mrs. Maggie Fernandez, deceased. The family circle was again broken by the hand of death when on the 24th of December, 1910, Mr. Meeker passed away at the venerable age of eighty-six years. His had been a well spent life. When in Iowa he joined the Independent Order of Odd Fellows and continued his membership in the state of Washington, rising to prominence in the order. He had many sterling traits of character which drew him to his fellowmen in ties of warm friendship and there are many citizens of Tacoma and Pierce county who yet revere and cherish his memory.

ALFRED E. GOLDSMITH, M. D.

Dr. Alfred E. Goldsmith, who has been engaged in the practice of medicine in Tacoma since October, 1907, as a prominent representative of the system of homeopathy, was born in Rochester, New York, July 3, 1864, the youngest of a family of eight children whose parents were A. W. and Amelia Ann (Denham) Goldsmith, both of whom were natives of England. The father was a member of the Goldsmith Guild of London. In the year 1849 he left England and with his family went to Rochester, New York, where he became a successful manufacturing jeweler, being thoroughly proficient and skilled in his trade. The latter years of his life were spent in Toronto, Canada, and he was there laid to rest in St. James cemetery when in 1897 he passed away at the age of eighty-four years.

Dr. Goldsmith pursued his education in St. Catharines, Ontario, and at Toronto, Canada. Being the youngest of a large family, he was the support of his aged parents in his early life and made his start in the business world in connection with commercial lines, but his ambition from his boyhood was to become a physician and he finally made possible the realization of his plans, entering the Pulte Medical College, now a part of the University

of Ohio. He there took up the study of homeopathy, was graduated in 1892 and entered upon active practice in Cincinnati, remaining in that city and vicinity until 1907, when, attracted by the opportunities of the northwest, he came to Tacoma, where he arrived in the month of October. During his residence in Cincinnati he for seven years occupied the chair of materia medica in the college from which he was graduated. He was also a member of the Homeopathic Lyceum of Cincinnati and of the Ohio State Homeopathic Society. He is now a member of the Pierce County Medical Society and the Washington State Homeopathic Medical Society, which honored him with election to the presidency in 1912. He has taken post-graduate work in New York, Chicago and in various European centers, having spent a year abroad in acquainting himself with modern methods of practice and the scientific researches and investigations of some of the most eminent physicians and surgeons of the old world. He continues in general practice and his ability has increased with the passing years as the result of his study and investigation, bringing him to the front as a skilled member of the profession.

On the 27th of December, 1887, at Cannon Falls, Minnesota, Dr. Goldsmith was united in marriage to Miss Louise Bacon, a native of Minnesota and a daughter of the late George and Matilda (Withall) Bacon. The mother, a lady of English birth, is still a resident of Puyallup, Washington. Dr. and Mrs. Goldsmith have three children, as follows: Edward D., who was born in Cincinnati, Ohio, December 1, 1888; Agnes A., whose birth occurred in Cincinnati, Ohio, in October, 1896; and Anne Louise, born in Greenfield, Ohio, in November, 1900.

Dr. Goldsmith owns the residence which is occupied by his family at No. 2201 North Alder. In politics he maintains an independent attitude, voting according to the dictates of his judgment. He was made a Mason in Greenfield, Ohio, and is now a member of Destiny Lodge, F. & A. M., of Tacoma. He also belongs to the Modern Woodmen of America. His religious faith is evidenced in his membership in Trinity church, in which he is now serving for the second term as president of the Men's Club. He is quite active in church work, cooperating in its various organized movements for the uplift and benefit of the individual and for the adoption of higher standards of life and service. Throughout his entire career he has labored for the benefit of others, from the time when he contributed to the sup-

port of his parents and through all the years in which he has given of his strength and his energy for the relief of mankind from the ravages of disease. He has never lightly regarded the duties and responsibilities of his profession and has discharged every service with a sense of conscientious obligation.

MICHAEL LACEY.

Michael Lacey is now practically living retired at No. 1122 South Grant street but for a long period was connected with the real estate business in Tacoma and is still the owner of considerable valuable property here. He has resided in this city since 1876, although he had previously visited in Tacoma in 1875. He was born in County Clare, Ireland, December 18, 1854, and when a youth of sixteen years came alone to the United States, landing at New York in 1870. He then made his way to Hartford, Connecticut, but afterward became a resident of Kansas City, Missouri, and later made his home in Omaha, Nebraska, until he removed to the Pacific coast, settling in California.

In 1875 Mr. Lacey made his way from that state to Tacoma but soon afterward went to Alaska, where he spent the summer of 1876. He then returned to Tacoma, where he has since made his home. He engaged in steamboating between Olympia and Victoria and many times the sea was so rough that his vessels had to put back to port. After eighteen months devoted to that business, he entered the logging camps and he laid the iron of the Valley Road to Wilkinson for the Northern Pacific Railroad in 1877. After devoting some time to work in Olympia logging camps he returned to Tacoma and became a fireman on the Northern Pacific railroad. He also laid the iron on the Olympia & Tenino Railroad and during the gold excitcent in the north he went to Skagit. Later he was again connected with the Northern Pacific Railroad Company, working first as a fireman and afterward in the shops, where he served in various capacities. About nineteen years ago he concentrated his efforts upon the real estate business and he erected a number of dwellings in the city in addition to his own home. He has directed many real estate transfers, and his business has been so carefully managed that it has brought him in substantial profits, enabling him now to live largely retired.

MICHAEL LACEY

In 1896 Mr. Lacey was married to Miss Kate Buckley of California, and to them were born six children—Mary, Katie, Joseph, John, Rose and Robert, all yet at home. Mrs. Lacey died in May, 1914, leaving many friends as well as her immediate family to mourn her loss. The family are members of St. Leo's Catholic church, and Mr. Lacey gives his political support to the republican party. Those who know him respect him because of his sterling worth. He holds friendship and integrity inviolable, and his life record proves that success and an honored name can be won simultaneously.

ROBERT M. MOUNTFORT.

Robert M. Mountfort, who for seventeen years was in charge of the coal bunkers at Tacoma, in which connection he won for himself a creditable position in business circles of the city, removed to the northwest from Brunswick, Maine. He was a native of the Pine Tree state, born in 1837, a son of Vincent and Rebecca (Raymond) Mountfort, who spent their entire lives in Maine. The family came of English and French ancestry, and Vincent Mountfort devoted his life to the occupation of farming.

In early life Robert M. Mountfort became identified with marine interests and in that connection worked his way steadily upward to the captaincy of vessels. In 1882 he started for the northwest, sailing from Philadelphia on the Challenge, which as its captain he brought around Cape Horn, continuing the voyage uninterruptedly to Tacoma. He carried a cargo of railroad iron for the Northern Pacific Railway. He had previously sailed to many of the leading ports of the world and had commanded vessels in all seas. On reaching Tacoma, however, he gave up his career as captain and remained in this city, taking charge of the coal bunkers in the month of October, 1882. He continued in that position of responsibility for seventeen years and for a considerable period he also served as harbor master at Tacoma. He afterward acted as marine surveyor for different concerns and was thus prominently identified with the interests of the city. The Challenge, on which he made the voyage to the west, left Philadelphia on the 6th of May and arrived at Tacoma on the 8th of October, after which she remained here in the coal trade for some time.

Before leaving New England, Mr. Mountfort was married in Massachusetts, in 1868, to Miss Helen Hunt, a native of Maine, and to them was born a daughter, Mabel, who is now the wife of C. C. Pagett, of Tacoma, and who has one child, Stuart M., at home. Mrs. Mountfort was a daughter of Jeremiah Hunt, who spent his entire life in Maine, where he engaged in shipbuilding.

In his political views Mr. Mountfort was a stanch democrat, giving unfaltering allegiance to his party yet never seeking or desiring office as a reward for party affiliation. He belonged to the Royal Arcanum and his life was ever actuated by high and honorable principles. His friends, and they were many, spoke of him as a good man whose life exemplified sterling traits of character manifest in business, social and public connections.

ARDELLO P. LOOMIS.

Heavy responsibilities devolve upon Ardello P. Loomis in his position as chief of police of Tacoma. He was born on the 10th of April, 1852, in Berlin, New York, a son of Pembrook S. and Susan A. (Tiffany) Loomis, the former a native of Massachusetts and the latter of New York. Mrs. Loomis is of English lineage and is a relative of the famous jeweler of New York city. Mr. Loomis learned and followed the blacksmith's trade but at the time of the Civil war he and his two brothers put aside all business and personal considerations and joined the army, Pembrook S. Loomis serving in the One Hundred and Twenty-fifth New York Infantry as a private. Fraternally he was connected with the Masons and his religious faith was evidenced in his membership in the Baptist church. He died in the year 1870 and for a quarter of a century was survived by his widow, who passed away at Marshalltown, Iowa, where she was making her home with a son. The Tiffany family to which she belonged was of English origin and was founded in the new world prior to the Revolutionary war, settlement being made in Massachusetts, in which state a college was endowed by her early ancestors and supported by their descendants. It was named in their honor. Representatives of the family aided in winning independence for the nation at the time of the Revolutionary war. In the family of Mr. and Mrs. Pembrook S. Loomis were seven chil-

dren, four sons and three daughters. One of the daughters, Alfreda O., is the widow of Charles S. Baker and resides in Seattle. A brother, Aritus Francis, now residing in Oskaloosa, Iowa, is also a veteran of the Civil war, serving in the One Hundred and Twenty-fifth New York Infantry. Being captured, he was confined for eleven months in Andersonville and for five months in Libby Prison, undergoing all of the hardships of southern prison life. He devoted many years of his life to the ministry of the Congregational church but is now living retired.

These two, together with Ardello P. Loomis, are the only survivors of the family. The last named, about the close of the war, ran away from home and went to Chicago, where he enlisted in the One Hundred and Fifty-sixth Illinois Regiment, but on account of his youth Captain Clark, of Company K, took an interest in the lad and had the boy accompany him as a companion and valet, his duty being a care for the captain's tent, his wardrobe and equipment. With the close of the war he returned home and completed his education as a student in Knox College at Galesburg, Illinois, where he was graduated in 1871. After leaving school he entered the Union Theological Seminary at Chicago and there completed a course, winning the D. D. degree with the class of 1873. He devoted nine years of his life to the work of the ministry in the Congregational church, his first assignment being at a church about eighteen miles from Freeport, Illinois. He also acted as pastor of the Congregational church at Avon, Illinois, and for two years served as state missionary in South Dakota. He was the first missionary assigned to duty at Fort Pierre and surveyed the first claim where the city of Pierre now stands. He served there for eighteen months, during which time, in one week, he buried seven men who were killed, all meeting tragic deaths, for the district was a wild western region in which lawlessness and crime abounded. He saw much of the wild frontier life and was instrumental in preventing a number of outbreaks among the Indians, for he spoke their language fluently and they had learned to trust and respect him. His labors in the northwest proved a factor in the civilization and uplift of both white and red men.

Returning to Illinois, he located in Chicago and there entered upon the practice of law. He had read law with the firm of Barge, Eustis and O'Brien prior to entering upon the study of theology and he practiced in Chicago for three years as junior member of the firm with which he had formerly been a student.

He then removed to Alexandria, Minnesota, where he engaged in practice until 1888, in which year he removed to Minneapolis, where he remained an active member of the bar until 1902. During that period he served as first assistant county prosecuting attorney and also upon the municipal bench for a year. On leaving Minneapolis he became a resident of Bellingham, Washington, where he entered actively upon the practice of law, to which he devoted his energies until 1910. He then removed to Tacoma, where he became a representative of the bar, forming a partnership with Harry Phelps, now assistant prosecuting attorney. Subsequently he entered into a copartnership under the firm style of De Lefevere, Loomis & Foss and continued in that connection until appointed to the office of chief of police in May, 1911. He has since remained in this position and Tacoma has had no more worthy official, for his standards are high and he is prompt and fearless in the discharge of his duties. He learned to know law and crime in the west when South Dakota was upon the frontier and all of his life work as a minister and as a lawyer has made him a student of human nature and the motives of human conduct. He is thus perhaps better fitted than the majority to understand the ways of and apprehend the criminal and he is carrying out his determination to rid Tacoma as far as possible from all crime. He does not do this in the usually accepted method, however, but bases his official service upon the belief that there is good in every individual and that each should receive humane treatment. He has therefore done away with the old customs and brutalities that have so often constituted a feature of police service. He takes a kindly and personal interest in all malefactors and has adopted a policy of charity, benevolence and helpfulness based upon a true Christian spirit and there are many who have responded to his treatment of them as men and are leading better lives because of his policy.

On the 26th of February, 1896, in Breckenridge, Minnesota, Mr. Loomis was united in marriage to Miss Jennie N. Rotner, a native of Iowa and a daughter of Martin V. Rotner, who died in the Soldiers Home at Orting, Washington, on the 7th of July, 1915. Her mother passed away a number of years ago. Mr. and Mrs. Loomis reside at No. 2810 North Union avenue.

Mr. Loomis was made a Mason in Annawan, Illinois, and has advanced to the Knights Templar degree. He belongs also to the Elks Lodge, No. 174, and has membership with the Eagles and the Knights of Pythias. In politics he has always been an

active republican, believing firmly in the principles of the party, and he is a most earnest and helpful member of the First Congregational church. His has been a varied experience and his activities in the ministry, at the bar and in official service have made him a broad-minded man, with a strong, clear vision of life, its conditions and its opportunities. He has never lost his faith in humankind but has made it his policy to "wake the little seeds of good asleep throughout the world." His purpose is to uplift and benefit and he regards the law not as the instrument for crushing out liberty but as the protection of the individual and of society at large and makes it his aim to bring this just view of conditions before all. The spirit of humanitarianism which he has introduced into his office has received the indorsement of all thinking people and Tacoma honors him as a chief of police whose work is having lasting results upon the character of those with whom he comes in contact.

BERTRAND W. SHAW, M. D.

Dr. Bertrand W. Shaw, who maintains his office at 1101 National Realty building, is a representative physician and surgeon of Tacoma and is accorded a large and lucrative practice. He was born on the 5th of January, 1874, in Winona, Minnesota, his parents being William and Addie (Clark) Shaw, natives respectively of England and of New York. The maternal grandfather was a well known merchant at Potsdam, that state. William Shaw came to the United States when about fourteen years of age and first settled in Newark, New Jersey, where he became apprenticed to the machinist's trade, which he followed throughout his entire life. For a number of years he resided at Winona, Minnesota, but in 1897 removed to Tacoma, where he was employed in the shops of the Northern Pacific Railroad Company until his demise in October, 1913. His wife survives and is now making her home with Dr. Shaw. She is the mother of four children, of whom Bertrand W. is the eldest, the others being: Gertrude, now the wife of W. G. Wentworth, a conductor on the Northern Pacific Railroad with headquarters at South Bend; Samuel, who died in St. Paul in 1907; and Addie M., now the wife of Ray Gamble, a representative of the Olympia Oyster & Fish Company of Tacoma.

After attending the public and high schools of his native town Bertrand W. Shaw went to Dartmouth College at Hanover, New Hampshire. Upon leaving that institution he became a student in the University of Minnesota at Minneapolis. Later he matriculated in the Physicians & Surgeons College at Boston, Massachusetts, from which he was graduated in 1907 with the degree of M. D. He first practiced in South Dakota but after remaining there a short time went to Boston, whence he soon afterward came to Tacoma. He at once opened an office and although he has only been here for a few years he has already gained a place among the up-to-date and efficient physicians of the city. In addition to his thorough training in the medical college he has taken special work in a hospital in Boston, and he reads constantly along medical lines, thus keeping in touch with the advancement in that science.

Dr. Shaw supports the republican party at the polls and was for one term deputy coroner of Pierce county. He belongs to the Knights of Pythias and the Independent Order of Odd Fellows and is also a member of Alpha Kappa, a college fraternity. In religious faith he is a Presbyterian. He has not only depended solely upon his own resources in building up his practice but he has also procured his education chiefly through his own efforts. His life has always been characterized by self-reliance and energy and these qualities, combined with his fine intellectual powers and his conscientiousness, have enabled him to win a gratifying measure of success. He is well known throughout the state and owns a commodious residence at No. 2102 South Eighth street, Tacoma.

C. T. GIFFORD.

C. T. Gifford, jeweler and optician and expert watch repairer, is still engaged in business at No. 1151 Broadway although he has reached the advanced age of eighty-two years. His birth occurred at Falmouth, Barnstable county, Massachusetts, on the 30th of August, 1833, and he is a son of S. K. and Mary E. (Talbot) Gifford. The father was born in the Old Bay state, of English descent, and the mother was a native of Rhode Island. Both the Gifford and Talbot families were among the early settlers of America and both have played quite

an important part in the history of the United States. S. K. Gifford removed to the south and engaged in business as a jeweler and watch maker in Camden, South Carolina, and Aberdeen, Mississippi, where he remained in business until his death in 1856. He volunteered for service in a South Carolina regiment at the time of the Indian war in Florida and held the rank of second lieutenant. His wife died in 1896 at an advanced age. They were the parents of a son and a daughter, the latter being Mrs. C. E. Jordan, a resident of Greenwood, South Carolina.

C. T. Gifford attended an academy in South Carolina and later entered the Elm street school in Providence, Rhode Island. He served an apprenticeship as a jeweler and optician with his cousin, Ellis Gifford, of Fall River, Massachusetts, for four years, and subsequently located in turn in Yorkville, South Carolina, and in Mississippi, where he remained for a considerable period. In November, 1893, however, he decided to try his fortune in the northwest and came to Tacoma, where he has since remained. He bought the stock of George B. Stocking at No. 1124 Pacific avenue, where he was located until 1909, when he removed to No. 1151 Broadway. He carries an excellent stock of jewelry and also does a good business as an optician and watch repairer. Although he has reached an age when most men are unable to longer take an active part in the world's work he is still vigorous physically and mentally alert and directs ably the conduct of his affairs.

Mr. Gifford has a highly creditable military record as at the time of the Civil war he became a member of the Confederate army, enlisting at Aberdeen, Mississippi, in February, 1862, in the Forty-third Volunteer Infantry of Mississippi, which was attached to Addam's Brigade of Loring's Division of Steward's Corps. For forty-seven days he was in the siege of Vicksburg and he also participated in the sieges of Atlanta and Nashville. On the 20th of April, 1865, he, with the remainder of General Johnston's army, surrendered at Greensboro, North Carolina. He was never wounded although he was in some of the hardest fighting of the war, and his bravery and ability gained him promotion to ordnance sergeant of his regiment.

Mr. Gifford was married in 1871, near Aberdeen, Mississippi, to Miss Nina J. Knowles, a daughter of Peter J. Knowles, a planter and large slave owner of that place. Mr. and Mrs. Gifford have three daughters: Katie, the wife of Frank Turner, who is engaged in the piano business at Birmingham, Alabama;

Jennie, who married L. D. Gilmer, a real estate and insurance dealer of Seattle; and Claire, the wife of C. M. Bogle, president of the Seattle Canning Company and a resident of that city.

Mr. Gifford has supported the democratic party at national elections since becoming of age but believes that at local elections nothing should be taken into consideration except the qualifications of the candidate and votes accordingly. He has never desired to hold office, being content to perform his civic duties as a private citizen. Fraternally he belongs to the Masonic order and in his life has exemplified the beneficent spirit of that organization. He was reared in the faith of the Episcopal church and for about fifteen years served on the vestry of the church at Aberdeen, Mississippi. Since he was fifteen years of age he has made his own way and the success which he has gained is doubly creditable because it is due entirely to his own efforts.

MISS ESTHER ALLSTRUM.

One of the three women on the Pacific coast who own printing establishments, Miss Esther Allstrum has made a notable success and she deserves it—not only by reason of the artistic worth of her product, but because of the tireless application she has devoted to it. She came to Tacoma in March, 1889, from Minneapolis, her birthplace. Her parents were Louis and Eva (Henderson) Allstrum, both of whom were born in Stockholm, Sweden. After passing through the public schools Miss Allstrum entered a printing office as an apprentice, her first work being press feeding. She learned typesetting in spite of men in the office who, because she was a woman, threw many obstacles in her way. She also learned ruling and binding, and she ruled and bound the blank books for the first Alaska federal court, over which Judge James Wickersham presided. There were eighty of these books.

In 1907 she entered business for herself and on account of her broad technical knowledge and her energy she was able to show profitable returns from the first. In 1911 she took into the firm her brother, David N., who had been connected with the Carstens Packing Company for fourteen years, finally becoming its treasurer. The concern is now known as the Allstrum

MISS ESTHER ALLSTRUM

Printing Company, and since 1910 it has been at 729 Commerce street.

Miss Allstrum is a member of the Woman's Club and she is state treasurer of the National Council of Women Voters. She is a member of the United Typothetæ and Franklin Clubs of America. She is a charter member of the Young Women's Christian Association and is united with the First Methodist church. In 1912 she was a member of the republican county executive committee. She is the only woman member of the Employers' Association of the State of Washington. In 1910-11-12 she was city food inspector, serving in the administrations of Mayors Fawcett and Seymour. In this office she gained national attention, as her active work was described in leading magazines and newspapers, and she received inquiries from far and wide concerning her methods, which resulted in radical changes for the better in the conditions of many Tacoma establishments. She has a very wide acquaintance in Tacoma and is known as a generous, forceful woman of excellent business qualifications, fond of her handsome cottage and of her friends, and her willingness to assist in public enterprises and charitable endeavors has given her a very favorable position in the community.

EUGENE RICKSECKER.

Eugene Ricksecker, scientist and explorer, who was assistant United States engineer at Tacoma, was born at Canal Dover, Tuscarawas county, Ohio, November 9, 1859, his parents being Israel and Mary Jane (Harrison) Ricksecker. The father was a native of Switzerland and, like many of his countrymen, became an expert watchmaker. When a young man he crossed the Atlantic and for a long period resided in Ohio, where he conducted a growing and profitable business. His last days were spent at Canal Dover, where he died in 1871. He married Mary Jane Harrison, a native of Alabama and a niece of President William Henry Harrison. She, too, passed away at Canal Dover and Eugene Ricksecker was thus left motherless when but five years of age.

After finishing the public schools of his native town Eugene Ricksecker entered a military academy and afterward attended Lehigh University at Bethlehem, Pennsylvania, where he specialized in engineering, completing his course there by gradu-

ation with the class of 1882. Before he had left school there came to him the opportunity that led to his future advancement and success. During President Arthur's administration the interior department corresponded with the leading colleges of the country, asking their recommendation of capable young men to take positions in the geological survey corps. The president of Lehigh recommended Mr. Ricksecker and the appointment accordingly was given him. He was at first assigned to duty in Nevada and later went to California. Few works undertaken by the national government have been of more importance in developing the resources of the west, aiding industrial enterprises and promoting railroad construction, besides its great scientific import, than that accomplished by this daring and industrious body of men employed in the geological survey. Mr. Ricksecker proved equal to the demands made upon him, his service being of the greatest value in making the surveys which have proven so important as a means of exploiting the resources of the northwest. While engaged in the performance of his duties he climbed and explored the fastnesses of every mountain along the Pacific coast, from Mount Baker to southern California, and penetrated into regions never before visited by man. In 1889 he was transferred from the geological survey to the war department and was sent to Oregon as assistant engineer on the work of deepening the harbors and rivers. He continued in the service in Oregon and on the Puget Sound and was connected with some of the most important public projects that have ever been executed in this section of the country. For a number of years he was active in the task of digging the ship canal from Lake Washington at Seattle to connect with the harbor at that point, allowing the free passage of seagoing vessels into the fresh water of Lake Washington. In 1897 Mr. Ricksecker made the preliminary surveys of Forts Flagler, Worden and Casey and later had charge of construction of gun emplacements at the first mentioned post. These government fortifications were among the first in the northwest and it was hoped would prove adequate protection for the entrance of Puget Sound.

Mr. Ricksecker dated his residence in Tacoma from September, 1902, at which time he was transferred to this city and given charge of the dredging at Tacoma harbor. This included the deepening and widening of the Puyallup river and the straightening of its course. It was due to this work that much of Tacoma's tide-flat lands were reclaimed and made available for

manufacturing purposes. There was no phase of the great engineering problems connected with these important and extensive projects with which Mr. Ricksecker was not familiar and his work in that connection was of great value to the city. His activities in connection with the development of the mountain as a great scenic park were also of importance to the public. The work of locating and constructing the beautiful road up the slopes of the mountain, by means of which thousands of tourists have been enabled to comfortably view this scenic wonderland, was Mr. Ricksecker's and it was also his project to build a road encircling the mountain, touching at the nose of all of the large glaciers and traversing the beauty spots of the park. He believed that the future would witness the building of large summer hotels, thus forming a chain by means of which, in connection with the many side trips, the grandeur of the mountain might be best observed. With this thought in view he sketched roughly a route around the mountain with easy grades and with entrances from the east and north, and so well did his plans meet the needs of the park that the proposed road is quite similar to the one which he planned. His scheme for developing the park meant large appropriations from congress and in the days when he first began to advocate such work there was little general interest in the subject. He and Congressman Cushman, who was a most enthusiastic supporter of the project, had many long talks on "ways and means" and Mr. Cushman was largely responsible for the securing of the needed appropriations. Following Mr. Cushman's death Mr. Ricksecker suggested that some point in the park should bear his name and a sharp, rugged elevation plainly visible from the road above the glacier was named in his honor Cushman Crest. Following the death of Mr. Ricksecker his work in behalf of the park was recognized by the government by naming one of the most beautiful places on the road Ricksecker Point. He took a great interest in studying the old Indian legends and ascertaining the Indian names of various landmarks in this section of the state and felt that the old names were more musical and more appropriate and should again come into general use. Eventually it was his intention to incorporate the legends of the Indians into a book.

In New Jersey, December 12, 1883, occurred the marriage of Mr. Ricksecker and Miss Mary E. Wheeler and to them were born two sons, Wheeler and Harris. In social circles of Tacoma the family has long occupied a prominent position in harmony with that which Mr. Ricksecker occupied in scientific

circles. The spirit of adventure and of initiative was his in large measure. He loved to penetrate into the unknown and thus nature unfolded to him many of her secrets. The more intricate and difficult the problems, the greater the interest he felt therein, and to his task he bent every effort, his concentration of purpose bringing desired results. When death called him on the 2d of June, 1911, the deepest regret was felt by his professional colleagues as well as by his social acquaintances and by his family, for in his household he was a devoted husband and father.

J. T. S. LYLE.

Tacoma's bar has many strong representative men, capable of crossing swords in forensic combat with the ablest lawyers of the country. Well skilled in his profession J. T. S. Lyle is engaged in the general practice of law but specializes in the law applicable to public interests and corporations. He was born in Madison, Wisconsin, June 29, 1878, a son of David and Margaret Lyle. His father was a native of Paisley, Scotland, born in February, 1838, and there he was reared and educated to the age of thirteen years, when in 1851 his parents brought their family to the United States, settling in Madison, Wisconsin. In time the father of our subject entered mercantile circles there and was actively identified with the commercial interests of the city to the time of his retirement from business in 1914.

J. T. S. Lyle pursued his early education in the public and high schools of Madison and following his graduation with the class of 1896 he took up a collegiate course in the State University of Wisconsin, being numbered among its alumni of 1903. Having prepared for the bar he entered upon the active practice of law in Madison, Wisconsin, where he was also vice president and assistant manager of the Dane Abstract & Title Company until March, 1907, when he came to Tacoma and formed the law firm of McCormick & Lyle. This partnership was dissolved on the 1st of January, 1910. A year previous Mr. Lyle had been appointed deputy prosecuting attorney by J. L. McMurray and served in the civil department until April 1, 1911, when he resigned. He was then appointed assistant attorney general and removed to Olympia, occupying the position most capably until the expiration of his term on the 1st of November, 1913. He then again came to Tacoma, where he has since continued in the prac-

tice of law, concentrating his efforts and attention upon corporation law and that which applies to public interests. Through this period of his residence in Tacoma he has been counsel for the taxpayers' association of the city. His law practice is large and important, and the public recognizes the fact that he readily solves intricate legal problems, while his deductions are clear and logical, and his reasoning sound.

Mr. Lyle is well known in fraternal and club circles of the city. He has membership with the Elks and with the National Union, is serving on the board of trustees of the Commercial Club and is a member of the Union and the Tacoma Golf and Country Clubs. His political endorsement is given to the Republican party at the polls, but without desire for office as a reward for party fealty. His religious faith is that of the Presbyterian church, and the rules which have ever governed his conduct in all his relations to the public and to the profession are such as measure up to the highest standards of manhood and citizenship.

JERRY MEEKER.

Jerry Meeker, a successful real estate dealer of Tacoma, has with his associates platted several additions to the city. His birth occurred in Fernhill, Washington, a suburb of Tacoma, on the 6th of April, 1862, and he is a son of James and Sarah Meeker, both deceased. They were among the earliest pioneers of this region and the father followed agricultural pursuits.

Jerry Meeker was reared at home and when not attending the public schools was assisting his father with the farm work. For some time in his early manhood he followed agricultural pursuits, after which he turned his attention to contracting and building in Tacoma. About 1890 he entered the real estate field, in which he has since been active, and among the additions to the city which he and his associates have platted and sold are Brown's Point addition, Northwestern addition and Tacoma Valley Garden addition. He still has extensive holdings in Pierce county and his business is of gratifying proportions. He was formerly for four years associated with C. A. Snowden in selling reservation bonds, but now confines his attention to real estate.

Mr. Meeker was married in 1883 to Miss Eliza O'Dell, also a native of Washington, and they have become the parents of

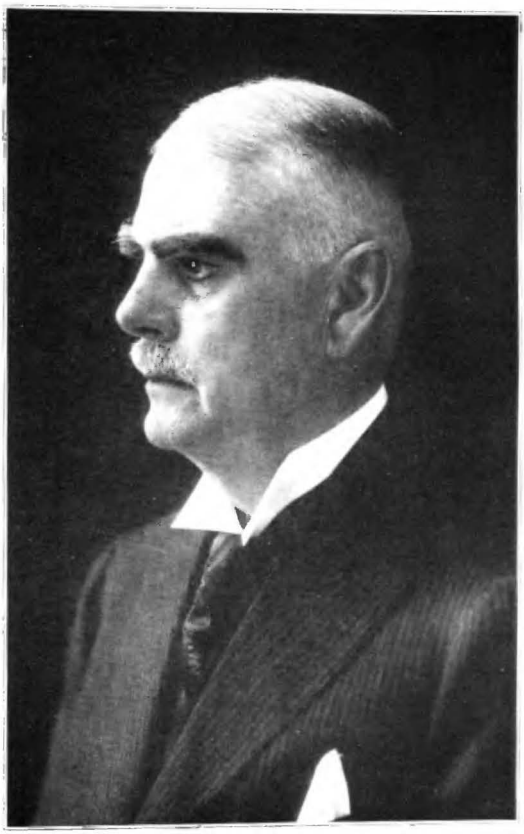
two children, both natives of Pierce county: Silas, who was born on the 12th of June, 1886, and Maud B., whose birth occurred on the 1st of January, 1890.

Mr. Meeker is identified with the Woodmen of the World, and in religious faith is a Presbyterian. He supports the Republican party and discharges to the full all the duties of a good citizen but has never been active in politics. He has concentrated his energies upon his business affairs, which have been capably managed and which yield him a good income. He is a representative of one of the pioneer families of the state and is as active in the development of his section in this day as his father was in the early days of its history.

JUDGE WILLIAM P. REYNOLDS.

Judge William P. Reynolds was born in Osceola, Pennsylvania, in 1859, the older son of Rev. N. L. and Emily (Knox) Reynolds. He is a descendant through both his father and his mother of families distinguished for service to the state in early colonial New England, counting among his direct ancestors Governor Thomas Hinckley, governor of Plymouth colony 1681-1692, John Oxenbridge, the close friend of Cromwell, exiled to America by Charles II, and Thomas Thacher, the first minister of the Old South Meeting House in Boston. His mother's family—the Knoxes—are descendants of the famous Scotch family of that name.

Judge Reynolds attended the public schools of Wellsboro, Pennsylvania, and later became a student in Cook Academy, Havana (now Montour Falls), New York, from which he was graduated in 1879, upon completion of the full classical course. The collegiate year 1880-1881 was spent at Rochester University, Rochester, New York, but he left that institution after completing the freshman year and was for two years a student at Amherst College, Amherst, Massachusetts. From 1883 to 1890 he was connected with the schools of Barnstable county, Massachusetts, first as principal of the grammar school at Barnstable, then as master of the high school at Hyannis, and finally for three years as superintendent of schools. While teaching he studied law and in 1887 was admitted to practice in all the courts of the commonwealth of Massachusetts, as an attorney and counselor



JUDGE WILLIAM P. REYNOLDS

at law. In 1889 Governor Oliver Ames appointed him commissioner of insolvency of the county of Barnstable, and in 1890 he was appointed judge of the first district court of Barnstable county. He held this office until the 30th of January, 1893, when he sent his resignation to Governor William E. Russell as he had removed to Tacoma, Washington. Soon after his arrival in this city he was admitted to practice as an attorney and counselor at law in all the courts of the state of Washington, and in 1897 was admitted to practice in the United States courts. In 1900 he was appointed by Louis D. Campbell as corporation counsel of the city of Tacoma, which office he held until October, 1903, when he resigned to resume the private practice of law, in which he has since engaged. While corporation counsel for the city of Tacoma some of the most important litigation that the city has ever been interested in was carried to a successful conclusion by his office.

For ten years he represented the Fidelity & Casualty Company of New York and The Pacific Coast Casualty Company in the whole northwest section of the country, and is everywhere recognized as an authority on personal liability law. He was attorney for the Chicago, Milwaukee & St. Paul Railway during the critical years of its entry into the city. His private clientele controls many of the larger interests of the city and state.

Judge Reynold's ability is recognized by the general public and by his professional colleagues. He is a man of vigorous and magnetic personality. He has the rare faculty of believing absolutely in the righteousness of his position; an unusual clarity and sledge hammer force in the presentation of a cause; and what is perhaps the final test of a good lawyer—great skill as a cross examiner. He is, too, absolutely fearless. There is a tradition in the family that looking down on the face of a William Knox, as he lay dead in his coffin, Melville said: "There lies one who never looked upon the face of man with fear." Anyone who knows Judge Reynolds would not look farther for a convincing illustration of the possible transmission through generations of strong, definite, distinguishing family traits.

The Judge has taken a prominent part in the councils and work of the republican party both in Massachusetts and Washington. He is a zealous party worker and as a public speaker has few equals in the State. He has not only made many campaign speeches but has found opportunity to deliver many addresses on educational, sociological, and political subjects

throughout the state. His speeches invariably show deep thought and careful study and the force and magnetism of his delivery add greatly to their effectivness. Much of his success is due to the fact that he is not only thoroughly familiar with books, but has also had experience in various lines of work. Before entering college he "knocked about" as the saying is for several years, working in brick yards, in the lumber woods, as a stage driver, as clerk in a store and in fact doing anything he could find to do. He has always felt that the practical experience of the world which he gained during these years has been of greater value to him than all the books he has ever studied. It has given him an insight into the conditions under which men live and work and into human motives which has aided him greatly in his work as an attorney. He has not only an enviable standing at the bar, but he is also personally popular and is considered one of the leading citizens of Tacoma. He is a member of Lebanon Lodge, No. 104, F. & A. M.

In 1894 Judge Reynolds was married to May Diven Roberts of Watkins, New York, and they have a daughter, Margaret, now a student in Vassar College.

RICHARD M. CROSBY.

Richard M. Crosby, of Tacoma, is well known in railroad circles as he holds the position of general master mechanic of the western division of the Northern Pacific Railroad. His birth occurred on the old Crosby Stock Farm, in the vicinity of St. Paul, Minnesota, in September, 1860, and his parents were Thomas and Emma E. (Ellsworth) Crosby. Until sixteen years of age he attended the public schools and then, deciding that he needed more practical training, entered a business college, in which he took a year's course. On leaving that institution he devoted two years to work on his father's farm and then entered the shops of the Chicago, St. Paul, Minneapolis & Omaha Railroad as a machinist's apprentice and served a term of four years. After working as a machinist for a similar length of time he was made foreman of the shops and held that position for three years, after which he resigned and entered the employ of the Chicago Great Western Railroad as roundhouse foreman at Des Moines. Six months later he was transferred to their terminal at Oelwein and after remaining there for a like period

of time he became general foreman with the Chicago, St. Paul, Milwaukee & Omaha Railroad, with which he remained for two years. On leaving their service he became master mechanic of the Chicago Great Western Railroad terminal at Oelwein, Iowa, and remained there until November, 1904, when he came to Tacoma as shop superintendent of the Northern Pacific Railroad. On the 1st of October, 1906, he was appointed general master mechanic of the western district of that road and has since served in that important capacity. His long experience fully qualifies him for the discharge of his duties, and he also possesses marked executive ability, which enables him to secure the full co-operation of the men under him.

Mr. Crosby was married in Des Moines, Iowa, in May, 1899, to Miss May Rowan, by whom he has two children, Mary, sixteen years of age, and John, fifteen years old, both of whom are high school students.

Mr. Crosby believes that the principles of the Republican party are sound and supports its candidates and measures at the polls. Fraternally he is a member of the various York Rite Masonic bodies and is also identified with the Mystic Shrine. He has worked his way steadily upward from a humble position in the railroad service and is now serving in a position that carries with it a large measure of responsibility, and he is proving more than equal to all the demands made upon his technical knowledge and his power of administrative control. He has not only the goodwill of those under him, but also the respect of his associates and the confidence of his superiors.

HARRY BRENT LA MONTE.

Harry Brent La Monte, who has engaged in the practice of law in Washington for five years and for three years has maintained his home in Tacoma, was born at Norfolk, Virginia, on the 17th of October, 1878. He is of French descent on both sides of the house and his ancestors were prominent in the early settlement of Virginia.

Harry Brent La Monte received a good education, preparing for journalism and for the law in southern educational institutions. He first engaged in newspaper work and about 1905 came to the State of Washington. However, he did not remain here at that time, but went to Alaska, where he spent two years

mining and prospecting near Nome on the Seward peninsula. For some time he was editor of the Nome Daily Nugget, the only morning paper published on the shores of the Behring sea near the Arctic circle. Previous to taking up the practice of law he was identified with a number of important papers in the northwest, serving in the editorial department of the Tacoma Daily Ledger, the Seattle Post-Intelligencer and the Everett Daily Herald, representing the last named paper as special correspondent in Olympia during several sessions of the legislature. He was admitted to the bar of the state in 1910 and first engaged in practice in Everett, where he built up a large and representative clientage. He was also for two years justice of the peace in one of the Snohomish County precincts near Everett. In 1912 he came to Tacoma, where he has since remained, and in the intervening four years he has won a highly creditable place in his profession. He belongs to both the Tacoma and the State Bar Associations and he is interested in all movements that seek to increase the efficiency of the courts.

Mr. La Monte was married on the 26th day of September, 1914, in Seattle to Miss Winifred Luella Parker, whose home was in Tacoma. They have a daughter, Winifred Irene, who was born in 1915. Although a southerner by birth, he has supported the Republican party since acquiring the right of franchise. He has always taken the keenest interest in public affairs and since 1911 has been one of the clerical force of the state senate. During the 1911 session he was both reading and docket clerk and during the 1913 and 1915 sessions he held the latter position. These connections and his service as special newspaper correspondent in the state legislature have made him well known among the men prominent in state affairs. He is a member of the Knights of Pythias and is also identified with the Tacoma Commercial Club. He is not only well informed and public-spirited, but is also progressive and broad-minded, and is recognized as a valuable addition to the citizenship of Tacoma.

GEORGE P. WRIGHT.

George P. Wright, contractor, real estate and investment operator and merchant, all of which occupations he has followed at different periods of his later life, has had an active career both in private and public life. Born in 1865, in Ontario, Canada, he

GEORGE P. WRIGHT

acquired a public school education and a part of a high school course until at the age of fifteen he was able to pass the required examination for a teacher's certificate, and from that time on his further education was self-acquired while teaching school in early life. He began teaching in Canada and followed it later till in 1889, in Walla Walla county, he secured a first grade teacher's certificate, but in this year he got married and undertook wheat raising in preference to a continuation of salary employment.

After farming about seven years near Dayton, Washington, Mr. Wright moved to Tacoma to accept the position of state grain inspector tendered him by the then newly elected governor, John R. Rogers, which position he held about five years, until the death of the governor. During this time he acquired a substantial interest in the Tacoma Grocery Company, a wholesale concern, which he still retains. Later for a year Mr. Wright acted as president of the North Western Wooden Ware Company and in 1904 he was elected mayor of Tacoma as a democrat, though the city was republican by a proportion of about three to one, and after serving one term was reelected a second time.

Mr. Wright's business activities suffered during this period, his time and efforts being devoted to the many demands and duties of his office, which at that time carried much more power and responsibility than under the present commission form. But the two main things accomplished by him while in public office during these four years Mr. Wright considers his greatest life achievements. These were the outlining, planning, engineering, financing and advocating of the two great public service municipally owned systems of power and light and of gravity water supply for the city of Tacoma. There was nothing of either of these when Mr. Wright took office and there only remained the execution of his plans by contract when he retired. Both of these systems are an unqualified success, and Mr. Wright regards this accomplishment as his greatest success in life.

After retirement from office in Tacoma Mr. Wright entered the contracting field, doing a general business in that line, his largest single contract amounting to over a million dollars. He is now engaged in irrigation and drainage work and owns three steam drag-line excavators specially built for that class of work.

Mr. Wright married, in 1889, Miss Susan Richardson and a family of six children, two boys and four girls, have since been added. These are: Mabel, a graduate of Tacoma high school; June, a graduate of the University of Washington, now Mrs.

A. W. Lohmann; Horace, now twenty-one years old and acting as bookkeeper on contract work; George, now in his first year at the Stadium high school; Wilma, aged thirteen, now also in high school; and Miriam, who is nine years old and is attending the public school.

Mr. Wright has taken an active interest in democratic party politics for many years and has held high counsel at various times in that organization from county chairman to state chairman. He is a Scottish Rite Mason, a Shriner, an Elk, Woodman of the World and a member of the National Union. Mr. Wright hopes to see and proposes to help to bring about the irrigation of several hundred of thousands of acres of prairie and light timbered lands situated in Pierce and Thurston counties, the water to be supplied by the Nisqually and South Puyallup rivers with adequate storage provisions. This project is quite feasible and inexpensive and pregnant of greater results than any other undertaking of similar character in the United States. Mr. Wright predicts the early accomplishment of this mammoth project and hopes to have it done by the Federal Government, the expense to be repaid by property benefited on extended payments without interest.

HARRY E. PHELPS.

Harry E. Phelps, assistant prosecuting attorney of Pierce County, was born in Hillsdale, Mills County, Iowa, June 23, 1876. In tracing the ancestral records of the family it is found that early representatives of the name became residents of America in colonial days and that the family was represented in the Revolutionary war. Phenias Mills Phelps, father of Harry E. Phelps, was born in New Hampshire and about 1875 removed to Iowa, where he engaged in business as a contractor and builder. He was a Civil war veteran, having served as a private in the Twenty-fifth Massachusetts Volunteer Infantry, with which he participated in Burnside's expedition. Due to illness he was honorably discharged in 1863, after which he went to Minneapolis. He resided for a time in Iowa and afterward became a resident of Britton, South Dakota, where he took an active interest in public affairs, serving for several terms as a member of the school board and co-operating in many plans and projects for the general good. He there passed away in 1904,

at the age of seventy-five years. His brother, James T. Phelps, was in charge, as superintendent, of the interests of the Terminal Railway Company at Minneapolis and married a sister of the wife of James J. Hill, the railway magnate of St. Paul. The wife of Phenias M. Phelps bore the maiden name of Francavilla Fogg and was born in Maine, a daughter of Calvin Fogg, of an old family of the Pine Tree state of Scotch-English descent. Mrs. Phelps is now living in Tacoma at the age of seventy-two years.

Harry E. Phelps, an only child, after passing through consecutive grades in the public schools until he had become a high school student, continued his education in the University of Minnesota at Minneapolis, completing a law course by graduation with the class of 1898. His studies were not pursued consecutively, however, for he early made his initial step in the business world. At the age of thirteen years he was apprenticed to learn the printer's trade and worked in a job office and also on the Minneapolis Times. It was from his earnings as a printer that he paid his way through the university. Following his graduation he removed to Britton, South Dakota, where he entered upon the practice of law and at the same time published the Marshall County Sentinel, which at that time was a populist paper, but has since changed its political complexion, becoming a Republican organ. Mr. Phelps conducted the paper for six years and from 1902 until 1906 inclusive he occupied the position of state's attorney at Britton, but at length disposed of all of his interests there and removed to Tacoma, where he arrived January 1, 1907. Here he joined H. W. Lueders in organizing the law firm of Lueders & Phelps and subsequently he became a partner of A. P. Loomis under the firm style of Loomis & Phelps. Still later he practiced as the associate of J. W. Selden, under the firm style of Phelps & Selden, and later was alone in practice for three years. On the 11th of January, 1915, he became assistant prosecuting attorney of Pierce County, which office he now fills, his entire time and attention being given to the duties of the position, which he discharges with a sense of conscientious obligation and with marked ability, leaving little to be desired.

At Britton, South Dakota, occurred the marriage of Mr. Phelps and Miss Vivian E. Furber, a native of Minnesota and a daughter of Charles and Helen (Dunnell) Furber, a prominent family of Britton. For eight years prior to her marriage Mrs. Phelps served as deputy in the office of the county treasurer

of Marshall County, South Dakota. One son has been born of this marriage, Elbridge Furber, whose birth occurred at Britton, August 31, 1904.

Mr. Phelps was made a Mason in South Dakota and has taken the degrees of the Royal Arch chapter in Tacoma, while his wife is affiliated with the Eastern Star, in the work of which she is very active. Mr. Phelps belongs also to the Elks, Odd Fellows and Moose and in the last named organization was the first appointed to the office of first district deputy supreme dictator of the state. He belongs to the University Club and finds pleasant association among the men of intellect who constitute its membership. His religious belief is that of the Universalist church, while his political faith is that of the Republican party, of which he has ever been a stalwart advocate. His membership along professional lines extends to the Pierce County and to the Washington State Bar Associations. His entire life has been characterized by perseverance and determination, and ability and laudable ambition have carried him beyond the point of mediocrity to a place among the successful and representative lawyers of his adopted city.

BENJAMIN F. JACOBS.

Benjamin F. Jacobs, one of the prominent attorneys of Tacoma was born in Jefferson, Kansas, on the 9th of October, 1866. He accompanied his parents, Henry and Maria (Kearns) Jacobs, to Pawnee County, Nebraska, in 1870 and at the usual age entered the public schools. When seventeen years old he became a student in the high school at Washington, Kansas, and after remaining there for two years matriculated in Campbell College at Holton, Kansas, which institution conferred upon him the Bachelor of Science degree in 1886. He then returned to Pawnee, Nebraska, and entered the office of Joseph Goudy, who was then district attorney. After reading the law for two years Mr. Jacobs came to Washington in 1888, locating in Puyallup, where he engaged in the practice of his chosen profession, having been admitted to the bar of the state. In 1890 he removed to Montesano, Washington, where he remained until 1892, when he returned to Puyallup. He again opened offices there and it was not long before he secured a representative

clientage. In 1897 and 1898 he served as assistant prosecuting attorney of Pierce County with offices in Tacoma, but during that time he still continued his practice at Puyallup. He remained there until the spring of 1900, when he went to Nome, Alaska, and accepted the position of manager of the Alaska Barge & Lighter Company.

In the fall of that year, however, Mr. Jacobs resigned and came to Tacoma, where he practiced law independently until 1905, when he became a member of the firm of Fitch & Jacobs. In 1912 Judge Arnstein was admitted to the firm, which is now Fitch, Jacobs and Arnstein. Mr. Jacobs has gained high rank in a profession in which there is the keenest competition and in which prominence can be won only by those possessing intellectual ability of a high order. He has a keen logical mind, which has been well disciplined, and he also has that thorough knowledge of statute and precedent which is indispensable to the successful lawyer. Moreover, he has always recognized the fact that the thorough preparation of a case is necessary and overlooks nothing that might have a bearing upon the outcome of the trial.

On the 19th of June, 1889, Mr. Jacobs was married in Pawnee, Nebraska, to Miss Elinor Edgerton and they have five children. Claude, who is twenty-four years of age, graduated from the Tacoma high school and then entered the University of Washington, which conferred upon him the degree of A. B. He is now engaged in farming on Anderson Island, in Pierce County. George E., who is twenty-two years of age, is also a graduate of the Tacoma high school and spent two years in the University of Washington. After leaving that institution he was employed for two years in a machine shop, but since the expiration of that period has been manager of the Puyallup Ice & Cold Storage Company. Frank H., who is nineteen years of age, is a graduate of the Tacoma high school and is now operating his father's ranch. Mary, fourteen years of age, is in the high school, and Anna, who is twelve years old, is attending the public schools.

Mr. Jacobs is an advocate of Republican principles and supports the candidates of that party at the polls. He has always taken a great interest in public affairs and has ever been willing to cooperate with others in working out plans for the community welfare. After the big flood of 1906 a committee of King and Pierce County citizens was selected to make a careful study

of the Duwamish and Puyallup flood problem and Mr. Jacobs served as secretary of that body for some time. Although he is not now officially connected with the committee he is still much interested in its work. He belongs to the Commercial Club of Tacoma and also to the Puyallup Commercial Club and endorses the policy of those organizations. He is well known fraternally, belonging to the Elks, the Woodmen of the World and the Masons. He holds membership in Corinthian Lodge, A. F. & A. M., of which he has served as master, and he is an ex-president of the Pierce County Past Masters Association of Masonry, and he is also identified with Tacoma Lodge of Perfection, No. 9, A. & A. S. R. He is a past commodore of the Pacific International Power Boat Association and owns the Corsair, a power boat fifty by eleven feet, which has twice won and now holds the championship of the Puget Sound and Columbia River waters. He has also served as commodore of the Tacoma Yacht Club and has had much to do with the development of a wide-spread interest in yacht and power boat racing in the Northwest. In all of the relations of life to which he has turned his attention he has gained prominence as the result of his forceful personality, his enterprise and his power of leadership, and he is justly considered one of the foremost citizens of Tacoma.

CHARLES E. HAGBERG.

Charles E. Hagberg, who is secretary, treasurer and general manager of the Pacific Shingle Company, one of the important industrial concerns of Tacoma, was born in Vermland, Sweden, on the 1st of April, 1876, a son of Erick and Johanna Hagberg. He attended the public schools until he was fourteen years old and then turned his entire attention to farm work, aiding in the operation of the home place until he was twenty-one years old. He then entered the Swedish army and served therein about three years, or until the time of his coming to America. On emigrating to the United States he came to Tacoma, where he secured work as a laborer for the North Tacoma Shingle Company. After remaining with that concern for three months, he became millwright for the Carlson Brothers Mill Company, which position he filled for a year and a half. At the expiration of that period he and two brothers, Lewis and Andrew Hagberg, and Fred Johnson

CHARLES E. HAGBERG

organized the Pacific Shingle Company with Mr. Johnson as president, Lewis Hagberg, secretary and treasurer, Andrew Hagberg, foreman and our subject millwright. In 1914 Mr. Johnson disposed of his interest in the company and Andrew Hagberg succeeded him as president. Upon the death of Lewis Hagberg in 1907, Charles E. became general manager as well as secretary and treasurer, all of which positions he is still filling. The company manufactures shingles exclusively and their product finds sale throughout the entire United States.

Charles E. Hagberg was married in Tacoma on the 22d of October, 1914, to Miss Annie F. Myren, and they have a daughter, Ellen. He is an adherent of the Republican party and manifests a commendable interest in the community welfare, although he is not an aspirant for office. Fraternally he is affiliated with both the York and the Scottish Rite Masonic bodies, with the Mystic Shrine and with the Scandinavian Brotherhood. In religious faith he is a Lutheran and the teachings of that organization are the guiding principles of his life. The gratifying measure of success which he has gained in business is the direct result of his own effort, his strict attention to the matter in hand and his sound judgment.

ANDREW HAGBERG.

Andrew Hagberg, president of the Pacific Shingle Company, is recognized as one of the progressive and capable business men of Tacoma. His birth occurred in Vermland, Sweden, on the 12th of April, 1859, and he is a son of Erick and Johanna Hagberg. Until fourteen years of age much of his time was devoted to acquiring an education, but subsequently he worked in the lumber mills in various places in Sweden until he was twenty-four years old. He then emigrated to the United States and was employed in the lumber mills in Muskegon, Michigan, for several years. He then removed to Washburn, Wisconsin, where he was a sawyer in a lumber mill for some time. Later he went to Minneapolis and during the summer worked in the lumber mills, while the winters were given over to study until 1898. In that year he came to Tacoma and was employed as sawyer for the North Tacoma Shingle Company until 1902, when he, with his brothers and Fred Johnson, organized the Pacific Shingle Com-

pany, of which he served as millwright until 1914, when he was made president of the concern. He has since held that office.

Mr. Hagberg supports the Republican party at the polls, is a member of the Lutheran church and is connected with the Scottish Rite Masons, the Mystic Shrine and the Independent Order of Odd Fellows. He is popular in all these organizations and, in fact, all who come in contact with him respect him highly because of his ability and probity.

PETER CARL PAULSON.

That success has attended Peter Carl Paulson is indicated by the fact that the small tea and coffee business which he established sixteen years ago, with a capital of one hundred dollars, has grown to such an extent that the annual trade now amounts to one hundred thousand dollars. Mr. Paulson was born in Neenah, Wisconsin, on the 15th of December, 1868, a son of Mads and Marien Paulson, natives of Denmark. The father came to America with his family in 1864 and engaged in farming in the middle west. He passed away in 1905 when he was eighty years of age. The mother, who is now seventy-six years old, is living in Tacoma.

Peter Carl Paulson obtained his education in Wisconsin and in the Northern Indiana Normal School at Valparaiso, Indiana, now known as Valparaiso University. After completing his schooling he taught for four years in Wisconsin and then engaged in general merchandising at Clam Falls, that state, for three years. In 1893 he sold his interest to his partner and, coming to Tacoma, was associated for a year with his brother, P. A. Paulson, in business. At the end of that time he opened a candy store at No. 715 Commerce street, which he conducted for five years, after which he sold out and entered the employ of Rhodes Brothers, with whom he remained for two years. In 1900 he began his present business on a very small scale, opening a tea and coffee store at the present location of Rhodes Brothers. The store occupied but five hundred and forty square feet of floor space and the rent was but eighteen dollars a month. Mr. Paulson began with but one hundred dollars capital but he was successful from the beginning and after a year was obliged to add another room to accommodate his growing trade. Three years

later he was compelled to move, in order to give place to a building that was to be erected, and he rented a room in the Jones block, twenty-five by a hundred feet in dimensions. After remaining there for three years he established his store in the corner room of the Warburton building at 1101-3 Broadway, where he remained for seven and a half years, after which he removed to 1105-7 Broadway. Mr. Paulson is erecting a three story brick building at 1132-34-36 Broadway, which he expects to occupy August 1, 1916. The new store, to be called the Broadway Emporium, will be modern in every respect. The concern is recognized as one of the most important of its character in the city. Mr. Paulson has continued to give close attention to all phases of the business and has proved a progressive and up-to-date merchant.

Mr. Paulson was married in Tacoma to Miss Helga Johnson, who is a native of Minnesota and was born in December, 1872. They have become the parents of the following children, all natives of Tacoma: Genevieve, who was born January 2, 1899; Beatrice, whose birth occurred on the 2d of January, 1901; Helen, who was born November 9, 1903; Constance, born in February, 1907; and Mathew Peter, on the 30th of August, 1909.

Mr. Paulson casts his ballot in support of the candidates and measures of the republican party. He belongs to the Lutheran church and is also connected with the Dania Society. Through his membership in the Commercial Club he aids in promoting the civic and commercial advancement of Tacoma and his public spirit has always been one of his most marked characteristics. As his capital has increased he has invested in Tacoma real estate, as he has great faith in the future of the city. He owns valuable manufacturing sites on the tide flats and other realty holdings. He owns a comfortable home at No. 2805 North Warner street and also an attractive summer home on American lake.

CHARLES L. PAULSON.

Charles L. Paulson is well known in Tacoma as a member of Paulson's, Inc., of which his brother, Peter C. Paulson, is president. This concern does an annual business of one hundred thousand dollars, although it was established only sixteen years ago with the insignificant capital of one hundred dollars. A

native of Wisconsin, Charles L. Paulson, was born on the 5th of December, 1870, a son of Mads and Marien Paulson, further mention of whom is made in the sketch of Peter C. Paulson.

Charles L. Paulson was educated in the public schools of Wisconsin and during his boyhood and youth was also trained in habits of industry and concentration through assisting in the work of the home farm. When eighteen years of age he went into the lumber business with his brother, and after coming to the west was for several years connected with the Tacoma Lumber Manufacturing Company. In 1893 he returned to Wisconsin and engaged in lumbering there until 1905, when he came again to Tacoma, where he has since remained. He became associated with his brother, Peter Carl Paulson, who in 1900 had established a small tea and coffee store at the present location of Rhodes Brothers. The business had grown rapidly and when our subject became interested in the enterprise the firm of Paulson's, Inc., was formed with P. C. Paulson as president and C. L. Paulson as secretary and treasurer. The latter has complete charge of the clerical work of the firm and also assists his brother in the management of other phases of the business. He is a man of natural executive ability and of unusual insight into business conditions and he has been an important factor in the success of the firm. The volume of their business has grown steadily and now amounts to one hundred thousand dollars annually.

Mr. Paulson is nonpartisan in politics, studying carefully the qualifications of a candidate and voting for the man whom he deems best fitted for the office without regard to party lines. He has always manifested a keen interest in the welfare of Tacoma and can be depended upon to cooperate with the various organizations that are seeking to advance the interests of the city. He has gained a wide acquaintance in business and social circles and is held in high esteem.

OWEN WOODS.

Owen Woods, who from 1910 to 1916 occupied the position of commissioner of public works as a member of the Tacoma city council, was born March 16, 1852, in County Monaghan, Ireland, his parents being Owen and Birdelia (McMahon)

Woods, who were also natives of the green isle of Erin. The son began his education in the schools of his native country, being graduated from the national schools of Ireland, subsequent to which time he crossed the Atlantic and later pursued a correspondence course in Chicago, Illinois.

It was in 1869 that Mr. Woods came to the new world, settling in Chicago, where he was residing during the great conflagration of 1871. He was first engaged in general railroad construction work and was employed on several of the leading traffic lines, such as the Boston & Albany and the Chicago, Burlington & Quincy Railroads. He arrived in Tacoma on the 18th of November, 1876, when a young man of twenty-four years, and turned his attention to contract work on the Northern Pacific Railway, being thus engaged for a number of years. He afterward became road master for that company, with which he continued for twelve years, and was also with the Tacoma Railroad & Power Company as superintendent of construction for a number of years. In 1905 he was appointed commissioner of public works under the old city government commission and in 1910 was elected under the new form of government as a member of the council and has since continued in that connection to act as commissioner of public works. That he proved a most efficient officer is indicated in the length of his service, covering eleven years, and tangible evidence of his capability and devotion to duty is seen in the fine streets of Tacoma, over which he has supervision, the thoroughfares of Tacoma being said to be the finest and best of any city in the state. In politics he is a Democrat and has been an active worker.

In Denver, Colorado, in 1873, Mr. Woods married Miss Mary McMahon, a native of Chicago and a daughter of James and Bridget McMahon, pioneer settlers of that city. The following children have been born to them: Edward, born in Denver, Colorado, in 1874, is now a merchant at Fort Gibbons, Alaska. William was born in Tacoma and is with the Chicago, Milwaukee & St. Paul Railroad Company as engineer in this city. Francis, born in Tacoma, is now in the hardware business in Seattle. George, born in Tacoma, is now county engineer of Pierce County. James is connected with the engineering department of the Tacoma smelter. Annie is the widow of Charles Hartman and resides in this city. May Allen is also a resident of Tacoma, the family home being at No. 2404 North Seventeenth street, which property Mr. Woods owns.

The religious faith of the family is that of the Roman Catholic church. By reason of his identification therewith Mr. Woods has become a member of the Knights of Columbus. He belongs to the Benevolent Protective Order of Elks and to the Loyal Order of Moose. Forty years have come and gone since Mr. Woods arrived in Tacoma. There are comparatively few in the city whose residence antedates his and there is practically no phase of the city's life and development with which he has not been connected. In all the years that he has been a public official no charge of dishonesty has been made against him—certainly a rare experience in public life covering so long a period. His strength lies in his blunt honesty, an equally blunt frankness, in his common sense, in his tireless industry, for he knows no "hours," and in a driving sense of responsibility to his community.

MICHAEL J. BUREN.

Michael J. Buren, formerly president of the Olympic Steam Laundry but now living retired, was born in Denmark on the 17th of September, 1860, a son of Jensen and Anna Buren. He devoted much of his time to acquiring an education until he was fourteen years of age, when he left school and for five years worked on his father's farm. When nineteen years old he entered the Danish army, in which he served for a year and a half, and at the end of that time he went to Omaha, Nebraska, being engaged in farming in its vicinity until 1888. He then returned to Denmark and for nine months followed the bricklayer's trade but at the end of that time came again to the United States and located in Tacoma, where he was similarly employed until 1893.

Mr. Buren then joined his brother, Louis J. Buren, in the establishment of what is now known as the Olympic Steam Laundry, of which he became president. Their business was established in 1893 but it was first conducted under the name of the Peoples Hand Laundry. Their plant was located at No. 1117 Eleventh street and they occupied one floor twenty by forty feet and employed three people. In January, 1898, they leased the Cascade Laundry at Twenty-second and A streets, which they operated until December, 1900, when they purchased the Washington Laundry at No. 407 South J street and changed its name

MICHAEL J. BUREN

to the Olympic Steam Laundry. In 1904 they purchased the southeast corner of Thirteenth and Market streets and erected a two-story brick building, sixty-five by one hundred and twenty feet in dimensions, in which business is still conducted. In the same year they incorporated, M. J. Buren being elected president and manager, and Louis J. Buren secretary and treasurer. The rapid growth of their business is indicated in the contrast between the size of the first plant and of the present building and also by the fact that although they began with three employes the company now have one hundred and operate eleven wagons and automobile trucks in collecting and delivering laundry. They have insisted upon maintaining the highest standard of work and have installed the most up-to-date machinery.

Mr. Buren of this review was married in Tacoma to Miss Margaret Hansen, by whom he has three children. Newton, twenty-three years old, who is a graduate of the Tacoma high school and spent two years as a student in the State College, is now engaged in the engineering department of the Tacoma Smelting Company. Harry, eighteen years old, is a high school student. Anona, eleven years old, is attending a private school.

Mr. Buren takes the interest of a good citizen in public affairs but has never been active in politics. He belongs to the Commercial Club and the Chamber of Commerce and is in hearty sympathy with its plans and purposes. His activity and associated efforts for the upbuilding of the laundry industry have always been appreciated by his fellow members and in 1915 he was elected president of the Oregon, Washington and British Columbia Laundrymen's Association. Mr. Buren is also a member of the National Laundrymen's Association of America. He has concentrated his energies upon the building up of his business and in so doing has not only gained individual prosperity but has been a factor in the industrial expansion of Tacoma.

HUGH ADAMS.

Among the successful business men of Tacoma is Hugh Adams, the secretary and treasurer of the Tacoma Meat Company. His birth occurred in Philipsburg, Pennsylvania, on the 3d of November, 1874, and his parents were Hugh and Hannah Adams. The father was born in Garricksfarings, Ireland, on

the 1st of April, 1826, and received the greater part of his education there. Having heard much concerning the excellent opportunities in the United States, he came to this country when eighteen years of age and settled in Center County, Pennsylvania. He secured work which permitted him to attend school during a part of the time and he continued his studies until he was twenty-one years of age. He then began teaching and after following that profession for three years went into the lumber business. He was very successful in his undertaking and in a comparatively short time was the owner of a number of mills throughout Center County. At length he sold his interests there and removed to Philipsburg, Pennsylvania, where he established a general store, which he conducted until his death on the 19th of September, 1897.

Hugh Adams was given excellent educational advantages as, after graduating from the high school at Philipsburg in 1900, he attended the Pennsylvania State College at Bellefonte for two years. After leaving that institution he went to Johnstown, Pennsylvania, and entered the employ of the Berwind White Coal Company in the capacity of clerk. He worked his way upward through various positions to purchasing agent, but in 1907 resigned and came to Tacoma. He bought the Commercial meat market, which he operated successfully, and in April, 1912, he extended the scope of his activities to the organization of the Tacoma Meat Company, of which he has since been secretary and treasurer. The other officers are: E. J. Hoover, president, and J. M. Neal, vice president. They have a packing house on the tide flats, where they have a killing capacity per day of ten cattle, forty hogs and fifty sheep. They ship meat all over the state and also have a retail store at No. 1506 Jefferson street. Mr. Adams continued to operate the Commercial market independently until November, 1914, when he sold out, and since that time he has devoted his entire attention to the affairs of the Tacoma Meat Company. He is enterprising and aggressive and seldom fails to utilize an opportunity, but he is also prudent and does not believe in ill-considered or reckless expansion.

Mr. Adams was married in Johnstown, Pennsylvania, on the 7th of March, 1898, to Miss Elizabeth H. Lingle, and they have become the parents of three children: Hugh, Jr., who is sixteen years of age and is attending high school; and Helen L., fourteen years old, and Joseph Paul, ten years of age, both of whom are public school students.

Mr. Adams is an adherent of the Republican party, whose candidates he supports at the polls. Fraternally he belongs to the Masons and Royal Arcanum, and his religious faith is indicated by his membership in the Presbyterian church. Through his identification with the Commercial Club he keeps in close touch with the men who are doing most for the development of Tacoma along business and industrial lines, and he cooperates heartily in all projects for the public welfare. He is very much pleased with conditions in Tacoma and expects to make this city his permanent home.

C. BERG.

C. Berg, who is serving efficiently as secretary and treasurer of the Western Steam Laundry at Tacoma, was born in Norway on the 3d of May, 1881. His father, Charles Berg, has passed his entire life in the land of the midnight sun and has now reached the advanced age of eighty years, while his wife, Mrs. Johanna Berg, is seventy-six years old. Aside from our subject they have one son living, Charles Berg, Jr., who is residing in Norway.

C. Berg attended school in his native land, where he remained until 1898, when, at the age of seventeen years, he emigrated to the United States. Four years later, or on the 2d of October, 1902, he arrived in Tacoma and for about seven years worked on the water front. During that time he saved sufficient money to go into business on his own account and joined O. H. Oleson and Marvin McNish in the organization of the Western Steam Laundry. In 1912 Mr. Oleson and Mr. Berg bought out the interest of Mr. McNish in the concern and have since remained its sole owners. The plant is one of the best in the city, great pains having been taken to secure good lighting and ventilation and the equipment being thoroughly up-to-date, and it is valued at about seven thousand dollars. Employment is furnished to ten girls and three men and one wagon and one automobile are used in calling for and delivering work. The annual business now amounts to about eighteen thousand dollars and there is every reason to believe that it will still further increase in the future, as the policy of the company is one that makes for continued growth. As secretary and

treasurer Mr. Berg has been active in the management of the business and its development has been due in no small measure to his close attention to details, his aggressiveness and his sound judgment.

Mr. Berg was married on the 2d of March, 1907, and has a son, Clarence, who was born on the 16th of May, 1909. Mr. Berg is independent in politics and has confined his activity in public affairs to the exercise of his right of franchise. He is prominent in the Sons of Norway, being president of the local lodge and district treasurer. Along strictly business lines he is a member of the Laundry Men's Association and takes an active interest in the work of that organization. The success which he has gained is due entirely to his own determination and good management, for he had neither capital nor influential friends when he came to this city fourteen years ago.

LEO GUS WALLACE.

Among the transportation companies of Tacoma are the Milwaukee Tug Boat Company and the Tacoma & Oakland Bay Transportation Company, of both of which Leo Gus Wallace is manager and the controlling stockholder. His wide experience in such lines and his sound judgment enable him to manage the affairs intrusted to him in a most able manner and the business of the two companies has shown a steady growth. His office is at No. 1121 East Eleventh street.

A native of Washington, he was born at Olympia in September, 1868, of the marriage of Captain David P. and Esther (Tallentire) Wallace, who were of Scotch and English descent respectively. The maternal grandparents resided in Portland, Oregon, for a number of years. Captain David P. Wallace crossed the Atlantic from Scotland to America on a sailing vessel when he was a boy of fourteen years. In 1849 he located at San Francisco and entered the service of the Pacific Mail Steamship Company, being employed on a ship running between San Francisco and Panama. In 1852 he brought the steamer, New World, to Puget Sound from San Francisco and for several years operated that boat on the Sound. In 1860 the boat was returned to San Francisco and Captain Wallace went to Portland, Oregon, and secured command of the Eliza Anderson, which he brought

LEO G. WALLACE

to Puget Sound and ran between Victoria, British Columbia, and Olympia, Washington, until about 1864. He then took charge of the tug boat, Blakeley, for the Port Blakeley Mill Company, in whose employ he remained for about two years. At the end of that time he was induced to again become master of the Eliza Anderson and remained on that boat until about 1871, when he became connected with the Hanson Mill Company of Old Tacoma, for whom he operated the tug boat, Tacoma, until 1878. In that year he took charge of the Eliza Anderson for the third time and ran the boat on the old route from Victoria to Olympia until 1885, when he retired from active life and located permanently in Tacoma. His demise occurred in this city on the 6th of September, 1894, but his wife survived him for a number of years, her death occurring on the 12th of October, 1915. They were the parents of three sons and two daughters, of whom the following survive: Captain David E., who is living in Tacoma; Kohalla, who is now the wife of I. W. Dudley, commercial agent in Seattle of the Kansas City Southern Railroad; and Leo Gus.

The last named attended the public schools in Tacoma in the acquirement of an education and after putting aside his textbooks entered the service of the Northern Pacific Railroad. He was fireman and engineer from 1886 to 1891 and in the latter year he became an engineer on the Chicago, Milwaukee & St. Paul Railroad, running between Van Horn, Iowa, and Chicago. In 1892, however, he left that road and became connected with the Pennsylvania Railroad Company, accepting the position of engineer of its car ferry service at New York city. After remaining there for two years he went to San Francisco and became quartermaster and mate of the car ferry service of the Southern Pacific Railroad Company there. He so continued until 1898, when he became connected with the Pacific Mail Steamship Company and was made mate on one of their ships on the Panama and Oriental route. In 1902 he became identified with the Santa Fe Railroad and for five years had charge of the car ferry service of that company at San Francisco, running boats between San Francisco, Point Richmond and ports on the San Joaquin river. He was next in the employ of the Mexican Central Railway as marine superintendent, having charge of their fleet out of both Tampico and Manzanillo, Mexico. In March, 1909, however, he returned to Tacoma and organized the Milwaukee Tug Boat Company, of which he is manager and majority stockholder and which handles the ferry service of the Milwaukee

Railroad out of Tacoma. The company operated but one boat when it was established in March, 1909, but its business has grown so rapidly that it now has six boats and gives employment to sixteen men. Mr. Wallace is also the manager and controlling stockholder in the Tacoma & Oakland Bay Transportation Company, whose affairs are likewise in a most satisfactory condition. As the city has grown he has expanded his business to meet the increased opportunities, and the two companies under his management are recognized as factors in the commercial expansion.

Mr. Wallace was married in 1908 in California to Miss May Reher, a daughter of J. C. Reher, a retired farmer of Los Angeles. Two children have been born to this union: George, who is attending school; and Bruce, four years of age.

Mr. Wallace is identified with the Masonic order, in which he has taken the degrees of the commandery, and he is also a member of the Mystic Shrine and is likewise affiliated with the Benevolent Protective Order of Elks. He has been a lifelong republican but, although he has taken considerable interest in public affairs, he has never sought office. He has done all in his power to further the interests of his party at the polls and is now secretary of the Railroad Employes' Republican Club. Practically his entire life has been spent on the Pacific coast and he remembers when the site of new Tacoma was completely covered by large timber. He has seen many sections of the new world but has never found a section that suits him as well as the Puget Sound country, and of the various cities in this district he prefers Tacoma. He has a wide acquaintance here and there are many who are his warm personal friends. He resides in a beautiful home at No. 210 North Yakima street.

FREDERICK W. SOUTHWORTH, M. D.

Dr. Frederick W. Southworth, physician and surgeon, with offices in the Fidelity building at Tacoma, was born in Thedford, Ontario, Canada, February 7, 1860. The family history can be traced back to Cedric, king of Wessex, who flourished about the fifth century, and the family seat is Salmesbury Hall, in Lancashire, England. It was forfeit to the crown through the defection of Sir John Southworth, who embraced Protestantism in the sixteenth century. The name was originally de Southworth.

Edward Southworth, the progenitor of the American branch of the family, left England to secure religious freedom with the Pilgrims and went to Holland in 1590. He married Alice Carpenter in that year, in Leyden, Holland, and there he passed away. Two sons, Edward and Constant, emigrated to America on the second ship, the Anne, which sailed for the new world in 1623. From these two sons are descended the American members of the Southworth family. Edward's wife, Alice (Carpenter) Southworth, married Governor Bradford, the first governor of Plymouth, on the 14th of August, 1623. Members of the family have filled honorable positions in connection with the learned professions and with agricultural pursuits in America, while in England they have ever been loyal members of the peerage, holding important commissions under the crown. The Southworth coat of arms is: "Sable: a chevron between three crosslets; argent: crest—a bull's head rampant erased argent. Horns, Or. Motto—sublimiora spectimus (aim high)." Many Southworths served in the war of 1776 and the grandfather of Dr. Southworth was a captain in the War of 1812. His parents were Nelson Emery and Mary Southworth, natives of Vermont and Toronto, Canada, respectively. The former owned the town site of Thedford, where for many years he was the most prominent citizen. He also held various town and county offices during his residence there, covering a period of more than fifty years. In his later years he removed to Michigan, where he died while sitting in his chair, when eighty-five years of age. His wife had passed away some years before, when seventy-five years of age.

Dr. Southworth pursued his early education in the schools of Thedford and of London, Ontario, and finally prepared for a professional career as a student in the medical department of the State University of Iowa, from which he was graduated in 1887 at the head of his class, delivering the valedictory address. As a young man he was first employed in the hardware trade and later was with the car department of the Michigan Southern Railway Company. It was some years after that he went to St. Paul, Minnesota, and was connected with the land department of the Northern Pacific Railway for two years, relinquishing that position in order to take up the study of medicine. He began reading medicine in 1883 under the direction of Dr. Edward Walther, one of the leading physicians of St. Paul, and following his graduation he practiced with Dr. Walther for a time, but desiring to live in a more equable climate, he came to Tacoma in

1887. Here he has practiced continuously since save for a period of six months spent in San Francisco in 1902. Practically his entire time and attention has been devoted to his profession, although he has operated to a limited extent in real estate, erecting several houses in Tacoma.

In St. Paul, Minnesota, in 1889, Dr. Southworth was married to Miss Jennie W. Walther, daughter of Dr. Edward and Katherine Walther. The father was descended from an old German family of Saxony, a member of which family was one of the early court musicians. The mother was connected with the nobility of Germany, of the house of Hapsburg. Seven of their children were born in America, and their daughter Jennie was educated in St. Joseph's Academy in St. Paul, Minnesota. Dr. and Mrs. Southworth have become parents of one child, Catherine Deane.

Although reared in the Baptist faith, Dr. Southworth's attitude on religious questions is that of a liberal. His military experience covered four years' service as a musician of the Canadian Militia, having membership in one of the bands. He has always favored the republican party and he is identified with several fraternal organizations. He has been examining physician of the Modern Woodmen, the Independent Order of Foresters, the Tribe of Ben Hur, the Maccabees and the Foresters of America during the past twenty years. He is a member of the Tacoma Chamber of Commerce and the Commercial Club, of the Pierce County Medical Society and of the Tacoma Art League. In the last named he has served as vice president and since 1911 has been its president, giving to the organization a prominent position in the cultural life of the community.

PROFESSOR W. H. WYNN.

Professor W. H. Wynn, Ph. D., D. D., was born in the foothills of the Allegheny mountains near Pittsburgh, Pennsylvania. His mother was a German woman and his father of Welsh descent running back through a long line of ancestry to the blood royal of ancient Cymric Wales. His father was wont to say that his son was born with a book in his hand and so determined to provide for him school privileges to the limit of his means. Accordingly at an early age he was put down to academic training for college in the old classical curriculum and made such headway

that he was entered as a matriculate in the newly founded Wittenberg College, Springfield, Ohio, at the age of fifteen. At seventeen he took his Bachelor's degree and two years later his Master's degree from the theological seminary established at the same place.

When Professor Wynn came to graduate from the institution, named for Martin Luther's famous old German university, the faculty gave him what they called the "metaphysical honor" with the subject of "Idealism" for his graduating theme. This temper of mind he followed rather closely through all the years following.

His first serious venture as a young minister was made in Hamilton, Ohio, with a small and struggling pastorate. He augmented his work as a minister, however, with educational activities, including the head of the Hamilton Academy. It was while he was engaged in Hamilton that his marriage to Miss Elizabeth Coles, a graduate of the Female College of Cincinnati, took place. She was a woman in every way fitted to coordinate and encourage the educational turn which his career was about to take.

After leaving Hamilton, Professor Wynn was engaged in educational work in Indiana, Illinois, Wisconsin and Kansas, finally bringing up in Iowa, where the bulk of his life work as an educator was to be done. In Iowa he was for three years deputy superintendent of public instruction for the state at Des Moines, at a time when "the new education" was being agitated by educators. His position gave him an opportunity to study the theory and practice of the movement and to give expression to his views in addresses and reports.

At the request of the president of the newly established state college at Ames, Iowa, Dr. A. S. Welch, Professor Wynn was made a member of the first faculty of that institution with the responsible duty of laying the foundation for the entire literary side of the curriculum and having charge of the chapel exercises whenever the services of a minister should be in demand. His classes here included those of English and English literature and allied subjects, among them history, Latin, ethics and aesthetics. Later he developed a course on the science of language which was particularly fitted to an institution where the scientific side was predominant. He labored long and hard to emphasize the importance of English literature to the school and its students, and succeeded in teaching the English masterpieces in such a way as to allow the distillations of culture to seep into the mind of the

student, who thus unconsciously obtained the subtle insights in the meaning of literature along with an education in the more utilitarian phases of allied sciences. While associated with the state college, Professor Wynn wrote widely on subjects of current interest, including philosophy, science, literature, sociology and religion. His articles were later gathered into thirty-three monographs.

He left the state college of Iowa in 1901, expecting to continue his activities as a college professor on the Pacific coast or to spend the rest of his life in the delightful climate and marvelous scenery of this city beautiful, with his son-in-law and daughter, Mr. and Mrs. S. A. Nourse. Soon after coming to Tacoma he was engaged by S. A. Perkins to write editorials for the Sunday Ledger, and for fourteen years has written a weekly grist, without having missed a single Sunday issue of the paper. His services were thus enlisted at a time when the experiment of devoting some portion of the editorial space in the Sunday issue to something higher than the purely secular interests was first being tried in the metropolitan newspapers of the country. He resolved from the beginning to treat only of those subjects on which he had devoted much time and study and to let no loose composition embarrass any effort that should find its way into print.

ELLIOTT KELLY.

Elliott Kelly was born in Paris, Bourbon County, Kentucky, October 6, 1871. His father was Elliott Kelly, a banker and son of Elliott Kelly, president of five Kentucky banks known as "The Northern Banks of Kentucky." He served as an officer in the Fourth Kentucky Cavalry in the Union army in the Civil war and was adjutant to General Croxton. On one side he was a grandson of General "Cerro Gordo" Williams, of Mexican war fame, and of Robert Trimble on the other. The mother of the subject of this sketch was a great-granddaughter of Henry Fairfax of Virginia on her mother's side, and on her father's side she was a granddaughter of John Esten Cooke, the Virginia novelist. She is a direct descendant of General Spotswood, the first colonial governor of Virginia.

Mr. Kelly was educated in the old Bourbon Academy. His early experience was in coal mines at Jellico, Tennessee, with T.

ELLIOTT KELLY

Coleman du Pont, and he became outside superintendent at the age of seventeen. Then he had a stable of race horses which he trained and rode for two years. Next he went to Central and South America and became mixed up in the rebellion in British Honduras, when General Sanchez attempted to overthrow President Bogran. He had a commission as captain under President Bogran. He returned home to recover from injuries and became connected later with the editorial department of the St. Louis Globe-Democrat, when Mr. McCullagh owned it, and afterward he joined the staff of the Cincinnati Commercial-Gazette under Murat Halstead. He then went to the Louisville Commercial, which had been established in 1866 by his uncle, Colonel Robert Morrow Kelly, John Harlan, afterward chief justice of the United States Supreme Court, and Benjamin Bristow, who had been in President Grant's cabinet. Mr. Kelly became managing editor and afterward editor and manager and also editor and manager of the Louisville News, the afternoon edition of the Commercial.

When T. Coleman du Pont bought the Commercial, he continued in charge. During the fight between Governor Taylor, the Republican governor elect, and Governor Goebel, the Democratic governor elect, he was very close to Governor Taylor and was looked upon as probably his chief advisor. He also was very close to Governor Bradley through his stormy regime. Up to the time when Governor Bradley, the Republican candidate for governor, was elected by twenty thousand majority, the state had been going from sixty to eighty thousand Democratic, and forty of the fifty Republican papers in the state in editorials attributed the election of Governor Bradley and the ticket to the work Mr. Kelly had done in the Commercial in exposing the state house ring. When Governor Taylor was nominated by the Republicans to oppose Goebel, Mr. Kelly would have been nominated for lieutenant governor had it not been for the fact that it was found that he was forty-eight hours too young.

In 1890 he went to Philadelphia in the editorial department of Telegram, of which he was president and general manager. He lain. He was there for two years and then went to Salt Lake City with Perry S. Heath to establish the Salt Lake Evening the North American under Arthur McEwan and Sam Chamberran the Telegram for six years, and then he and Mr. Heath sold out, and Mr. Kelly came to Tacoma to become general manager of the Perkins Press.

He was married in 1900 in Philadelphia to May Dickinson Hanson, daughter of George W. Hanson. Mrs. Kelly is a granddaughter of Major General Macpherson, of Civil war fame. They have one daughter, Helen May.

Mr. Kelly has been very much devoted to dogs and has owned some of the best setters in the country. Champion Mallwyd Sirdar, who never was beaten either in England or the United States, was owned by him and died in Steilacoom. He also owned Champion Mallwyd Major, another international champion. Champion Mallwyd Sirdar was looked upon as the best English setter that was ever brought to America.

JAMES N. NEAL.

James N. Neal, vice president and general manager of the Tacoma Meat Company, a prominent and prosperous concern, was born in Watertown, New York, on the 4th of October, 1864, of the marriage of James M. and Elizabeth Neal. He left high school when sixteen years of age and went to Boston, where he became connected with Roberts & Tucker, who conducted a wholesale meat market. He entered their employ as an apprentice, but later became a salesman and at length was made assistant manager. In 1886 he accepted the position of manager of the St. Paul branch of Armour & Company and after remaining there for two years became manager of their St. Louis branch. Two years later he returned to Minnesota as manager of their Minneapolis branch, but after a year was transferred to Davenport, Iowa, where he remained in a similar capacity for ten years.

At the end of that time Mr. Neal came west, having been commissioned to investigate the possibilities of business in the northwest for that company, but after remaining on the coast for four months he decided to locate here permanently and resigned his position with Armour & Company. He took up his residence in Portland, Oregon, where he established the Portland Packing Company, which engaged in the wholesale and retail meat business. He was president of that concern until 1908, when he sold out and came to Tacoma, becoming branch house manager and sales manager for the Carstens Packing Company. Four years later he severed his connection with that

concern and aided in organizing the Tacoma Meat Company, of which he has been vice president and general manager ever since. His wide experience in this line of business has enabled him to place the Tacoma Meat Company upon a sound basis and to increase its trade rapidly.

In St. Paul, Minnesota, on the 17th of June, 1888, Mr. Neal was united in marriage to Miss Maude E. Smith, by whom he has a daughter, Gladys, who is a graduate of St. Helen's Academy of Portland, Oregon, and is at home.

Mr. Neal is a republican in politics and keeps well informed as to the events and issues of the present day. He is connected with the Masons and the Elks and in his life exemplifies the spirit of fraternity. He is also a member of the Commercial Club and can always be depended upon to do anything in his power to further the business and industrial expansion of his city.

LANE E. PASKILL.

Lane E. Paskill, traveling agent for the Soo Railroad Company, with headquarters in Tacoma, and also president of the State Building and Loan Association, was born April 15, 1869, at Catawba Island, Ohio, a son of John Paskill, likewise a native of the Buckeye State and a representative of one of its old families of Canadian French descent. The father, who was for many years a successful agriculturist, has now passed away, and his wife, who in her maidenhood was Ellen McHatton, a native of Ohio, is likewise deceased.

In their family were eleven children, of whom Lane E. Paskill is the youngest. After attending the public schools of his native state to the age of fifteen years, during which period he also assisted in the work of the home farm, so that he became familiar with every phase of agricultural life, Lane E. Paskill started out on his own account, taking up the study of telegraphy, to which he afterward devoted twenty years, being connected with different railroad companies in various parts of the country. When he ceased his work as an operator he took up railroad work in other connections and for the past ten years has been traveling agent for the Soo line, with headquarters at Tacoma. His previous experience had made him largely familiar with railroad work, constituting the basis for successful and

valuable effort since entering other fields. He is also connected with the State Building and Loan Association as its president and is meeting with success in that connection.

On the 19th of October, 1911, Mr. Paskill was married in Tacoma to Miss Maude Davies, a native of Wales, and they have two children, Lane E. and Elizabeth Jane, both born in Tacoma. The family residence is at No. 3611 North Adams street. Mr. Paskill arrived in this city in 1907 and has no desire to change his place of abode. He is quite active in political circles as a stalwart supporter of the Republican party and is well known in other connections. He belongs to the Masonic Lodge, the Benevolent Protective Order of Elks, the Commercial Club and to the Episcopal church, and the guiding principles of his life are those which measure up to high standards, making him a man who in every relation is trustworthy and who commands the goodwill and confidence of his fellows.

JOSEPH R. ADDISON.

Joseph R. Addison, president of the Addison Mill & Lumber Company, was born January 1, 1850, in Russellville, Kentucky. His father, John N. Addison, also a native of that state, came of English ancestry, the family being founded in America by his grandfather, who was a soldier of the Revolutionary war. At an early age representatives of the name became residents of Kentucky and there John N. Addison conducted business as a successful contractor until about 1853, when he removed to Missouri. In the later years of his life he was a resident of Illinois, living in Morgan and Hancock counties for some time. His last years, however, were spent near Lamar, Missouri, where he followed farming until his death. In early manhood he wedded Mary E. Harbeson, a native of Kentucky, who was of Dutch lineage on the maternal side, her mother having been a Baumgartner. Mrs. Addison passed away near Lamar, Missouri, at the age of seventy-two years. In the family were nine children, six of whom are yet living, but two, however, being residents of Washington, Joseph R. and his younger brother, George W., both living in Tacoma.

Joseph R. Addison is the fourth in order of birth and in the public schools of Missouri and Illinois he pursued his education,

but when a youth of fifteen years made his initial step in the business world. When but a boy he began learning the carpenter's and builder's trade and before he had reached the age of sixteen he had charge of a number of men and was contracting on his own account. In 1877 he came to Washington, where he turned his attention to the business of furniture manufacturing and also conducted a planing mill and lumberyard at Walla Walla, becoming one of the earliest settlers of that place. He started in business in Washington on a comparatively small scale. He had come to the state for the express purpose of erecting a Methodist church at Walla Walla, which was the first church of that denomination in the town. Being pleased with the country he decided to remain and entered the planing mill and furniture manufacturing business. He became a prominent resident of Tacoma in 1879 and here established a planing mill and lumber business, which he conducted until 1890. He then re-entered the building business and has operated largely in that line throughout the state. He built the Rainier Grand Hotel at Seattle, the Opera House at Walla Walla and many other public buildings and private homes in the state. He was the builder of the Puget Sound University at Tacoma and constant demands were made upon his time in connection with the contract work. In 1905 he joined E. C. Hill in incorporating the South Tacoma Mill Company, with which he was connected for six years. In 1911 he formed a new company, which was incorporated under the name of the Addison Mill & Lumber Company. The output of the plant is fifty thousand feet of lumber in ten hour shifts and their product is largely shipped by rail to other points. The company employ at the mill and the camp about one hundred men. The grand area of their plant covers three city blocks and fifty lots are used for mill purposes. They have timber lands south of Puyallup, amounting to about three thousand acres and the business is growing steadily and substantially. The officers of the company are: Joseph R. Addison, president; E. C. Hill, vice president; A. G. Simonds, secretary, and James Long, treasurer. All are active in the business and the plant is located at Fifty-fourth and South Washington streets in South Tacoma. Mr. Addison is also a director and vice president of the Okanagan Lands and Irrigation Company, Ltd., of British Columbia, which is a million dollar corporation.

On the 6th of February, 1877, in Oakland, California, Mr. Addison was married to Miss Emma C. Stone, a native of Ken-

tucky and a daughter of the late Dr. James Stone, a prominent physician of Somerset, Pulaski County, Kentucky. They have become parents of four children: Agnes, the wife of Dr. Louis Gilmann, of San Diego, California; Maude, the wife of Leonard E. Klimer, of Chicago; Emma, the wife of Dr. E. Nelson Newland, of Portland, Oregon, and Joseph E., a resident of San Francisco, California.

In politics Mr. Addison follows an independent course, believing in supporting the best men regardless of party affiliation. At the present time he might be termed a Roosevelt Democrat. While interested in questions and issues of the day he has never been an aspirant for public office. He was made a Mason in McKinley, Texas, and has now taken the degrees of the consistory and of the Mystic Shrine. He also belongs to the Commercial Club of Tacoma. He is alive to all the questions which have to do with the welfare and upbuilding of city and state and is neglectful of none of the duties of citizenship, giving active cooperation to many plans for the public good. His business career has been marked by that substantial expansion which is the result of a careful and wise use of native talents and the utilization of opportunities which surround every individual. What he has undertaken he has accomplished, his vocabulary containing no such word as fail.

ROBERT A. McCORMICK.

Among the successful real estate men of Tacoma is Robert A. McCormick, vice president and manager of the McCormick Company, which handles exclusively realty belonging to the estate of his father, Robert Laird McCormick. The latter was one of the foremost capitalists and industrial leaders of the northwest, being secretary of the Weyerhaeuser Timber Company, the largest timber corporation in the world, being president of a number of important banks and having large private business interests. He was born in Pennsylvania in 1847, of Scotch-Irish ancestry, and received his education in the public schools. When not yet fourteen years of age he undertook to enlist in the Eleventh Pennsylvania Regiment but was refused on account of his youth. Later he attended the Saunders Military Institute at West Philadelphia and after leaving that institution studied

law. In 1868, however, he became connected with the Laird-Norton Company, lumber manufacturers of Winona, Minnesota, and from that time forward advanced steadily in the lumber business until he reached a position of commanding importance in that field. In January, 1884, he formed a partnership with Frederick Weyerhaeuser, with whom he was associated from that time forward until his demise, and they organized the Sawyer County Bank, which was said to have the largest individual responsibility of any financial institution in Wisconsin. Mr. McCormick became an officer in a great many of the foremost concerns of the middle west, including lumber companies, mill companies and land companies, but in 1899, seeing that the timber supply of that region had become largely exhausted, he turned his attention to the northwest, where there were still great forests as yet untouched, and he made a careful investigation of conditions here and as a result of his report the Weyerhaeuser interests purchased large areas of timber land in this state. The following year the Weyerhaeuser Timber Company was organized and capitalized for twelve million dollars with Mr. McCormick as secretary. He maintained his offices in Tacoma and directed the enormous interests of the company from this city. He was also president of a number of banks in Washington. Although his interests were of such importance that their management was all that one man would have the energy and time to attend to, yet he always found opportunity to take part in public affairs, to further movements and projects seeking the civic, educational and social betterment of his community as well as its material expansion, and generosity was one of his most pronounced characteristics. He passed away in February, 1915, but the influence of his life and work is still strongly felt. A fuller biography appears elsewhere in this work.

Robert A. McCormick was born in Hayward, Wisconsin, in August, 1885, a son of Robert Laird and Anna E. (Goodman) McCormick. The mother was a daughter of Daniel and Minerva (Mills) Goodman and a native of Seneca county, Ohio. She survives and still makes her home in Tacoma, where she is highly esteemed. There were three children in the family, those besides our subject being: Blanche Amelia, who was born in 1873 and has passed away; and William Laird, born in 1876, who was a member of the Wisconsin state legislature when but twenty-four years of age and is now western attorney for the Weyerhaeuser Timber Company.

Robert A. McCormick attended the public and high schools in the acquirement of his education and later entered the Shattuck Military Academy at Faribault, Minnesota, from which he was graduated in 1904. He then became a student in the University of Wisconsin, which he attended until 1908, after which he came to Tacoma and secured a position in the logging camps of the Weyerhaeuser Timber Company near Vancouver, Washington. He remained there, serving in various capacities for two years, after which he returned to Tacoma and not long afterward became vice president and general manager of the McCormick Company. The interests controlled are large and important and the successful conduct of the business demands a man of enterprise, keen sagacity and sound judgment, qualities which characterize our subject. He is also president of the Siler Mill Company and president of the Hanify Lumber Company and of the Capital Realty Company.

Mr. McCormick of this review was married in Portland, Oregon, in June, 1910, to Miss Willa Smith, and they have two children: Robert L., four years of age; and Laird, one year old. Mr. McCormick supports the republican party at the polls but has not otherwise been active in public affairs, his large business interests demanding his entire attention. He is a member of the Union Club; of the Tacoma Country and Golf Club, of which he is a trustee; of the Rainier Club of Seattle; of the Sons of the American Revolution; of Phi Kappa Psi, a college fraternity; of the Scottish Rite Masonic bodies and of the Mystic Shrine, these connections indicating the nature of his associations outside of business. In religious faith he is a Congregationalist, and he furthers in various ways the work of that church. In all that he has done he has met with gratifying success, and his ability has gained recognition in various fields of activity.

MARTIN F. VAN BUREN, M. D.

Dr. Martin F. Van Buren has been engaged in practice in Tacoma for more years than any other physician in the city with the exception of two and has gained high standing in his profession. A native of New York, he was born on the 10th of December, 1848, a son of Alonzo F. and Theresa (Avery) Van Buren. The Van Buren family is of Dutch descent but has been repre-

sented in America for many generations, having been established in New York in 1626. Alonzo F. Van Buren removed from New York to Michigan in 1852, taking up his residence at Dearborn, eight miles from Detroit, where he remained until his death in 1892. His wife survived for seven years, passing away in 1899. They were the parents of six sons, of whom Martin F. is the eldest.

Dr. Van Buren received his general education in the public and normal schools of Michigan and prepared for the practice medicine in the University of Michigan, which conferred upon him the degree of M. D. in 1871. He located for practice in St. Joseph, Michigan, where he remained until 1885, when he sold his practice and came to Tacoma, arriving here on the 10th of February, 1886. He became interested in the Puget Sound country through news which he heard concerning a colony that had been organized at St. Joseph, Michigan, by Edwin Cook and which had come to this section in 1872. They sent back excellent reports of the country and in 1886, as before stated, Dr. Van Buren cast in his lot with Tacoma. He has since engaged in practice here and has built up a large and representative patronage. There are only two other practicing physicians in the city who have resided here as long as he has, namely, Dr. E. Brown and Dr. C. E. Case. Dr. Armstrong was here at the time of Dr. Van Buren's arrival in Tacoma but is now living retired on his ranch in the vicinity of the city. Dr. Van Buren maintained his office at No. 1328 Pacific avenue for twenty years but now has his office at his residence at No. 5401 South N street. Since he has been a resident of Tacoma he has seen it grow by leaps and bounds until from a small city of five thousand there has developed the present metropolis.

Dr. Van Buren was married in Detroit, Michigan, in 1890, to Miss Elizabeth McGowan, a daughter of Patrick and Catherine McGowan, both of Irish descent. Her father, who devoted his time to farming, passed away in 1895, while the mother survived until 1900. The Doctor and his wife have two children: Mary, at home; and Arthur, who is nineteen years of age, has finished school and is employed by the M. C. Tebbits Grocery Company.

Dr. Van Buren has supported the republican party since age conferred upon him the right of franchise and has voted for every republican candidate for president since he cast his first ballot for Ulysses S. Grant. In religious faith he is a Roman Catholic. He has a good residence in a beautiful section of the city and has

acquired a competence that enables him to enjoy all of the comforts of life. He has won the friendship of those who have been closely associated with him, and his professional ability is generally recognized.

JOSEPH BACHRACH

No history of commercial activity in Tacoma would be complete without reference to Joseph Bachrach, of the firm of Feist & Bachrach, leading merchants. He was born in Mecklenburg-Schwerin, Germany, his birth occurring in the city of Sulze, December 7, 1854. His father, Henry Bachrach, was also a native of that place, born in 1824, and for many years he conducted business as a successful grain dealer and merchant. His death occurred in Germany when he was but forty-six years of age. His wife, who bore the maiden name of Freda Josephy, was likewise born in Germany and there passed away at the age of twenty-six years, after having become the mother of four children.

Joseph Bachrach, the eldest of the family, completed his education in New Brandenberg College, and when a youth of sixteen started out in business life on his own account, being apprenticed to learn the dry goods trade, at which he served for three years. When twenty years of age he left Germany and went to Africa, settling at Port Elizabeth and remaining there and at Bloemfontein, Orange Free State, for four years, during which period he was connected with mercantile affairs. He then disposed of his interests in that country and in 1878 came to America. From that date until 1889 he was employed in leading dry goods houses in Cincinnati, in Dayton and in St. Paul, and in 1889 he arrived in Tacoma. His progress in business here has been continuous. He became a partner of Theophil Feist and they are now conducting one of the largest and most important dry goods and men's furnishing houses in the city, employing forty-five men. They are located on Broadway and have a most attractive establishment, well appointed in every particular.

In 1894, in Tacoma, Mr. Bachrach was married to Miss Lucy Feist, a daughter of S. Feist, and they have two children: Herbert, now a student in the University of Washington; and Irma,

attending the public schools. The family reside at No. 905 North G street. Mr. Bachrach belongs to the Commercial Club and the Independent Order of Odd Fellows, to the Hebrew church and to various Hebrew societies, which are formed not only for social but also for benevolent purposes. Diligence and determination have constituted the foundation upon which has been reared the superstructure of his success and as the architect of his own fortunes he has builded wisely and well. He is resourceful, ever ready to meet any emergency, and his enterprise has brought him steadily to the front.

ANTON HUTH.

Anton Huth, president of the Pacific Malting & Brewing Company, was born in Hesse-Darmstadt, near Frankfort-on-the-Main, Germany, in 1854, his parents being Philip and Gertrude Huth. The father was a farmer and lost his life during the early part of the Franco-Prussian war.

In his native country Anton Huth learned the trade of a brewer and maltster, obtaining both technical and practical knowledge in the home of the beer making industry. Soon after his father's death he resolved to try his fortune in America and sailed for the new world in 1871. He established his home at Louisville, Kentucky, where he soon secured a position in a brewery, remaining there for about fourteen years, or until, allured by the opportunities of the growing northwest, he made his way to Portland, Oregon, in 1885. He there became foreman in a brewery and occupied that position until 1887, when he went to Vancouver, Washington, becoming a partner in the Star brewery there.

In 1888 Mr. Huth arrived in Tacoma and in partnership with Mr. Scholl established a brewery, which was the nucleus of the present extensive concern now conducted under the name of the Pacific Malting & Brewing Company. Not long afterward Mr. Huth bought out the interest of Mr. Scholl in connection with Mr. Virges and they reorganized and incorporated the business under the name of the Pacific Brewing & Malting Company, Mr. Huth being the principal stockholder and the president, with Mr. Virges as the treasurer and secretary. A half million dollars have been expended on the plant since 1888 and it is thor-

oughly modern in every particular and equipment. It is located at Jefferson avenue and Seventy-fifth street and includes a number of fireproof brick buildings supplied with the latest machinery and everything needed to produce a product of the highest quality. Mr. Huth is also interested in the Puget Sound Malting Company and is the owner of Germania Hall.

In Tacoma, in 1891, Mr. Huth was united in marriage to Miss Agnes Miller, and they have become the parents of four children, Antoinette, Marie, Carlton and Gertrude. Mr. Huth is a member of the Commercial Club and is interested in all those forces which work for Tacoma's material upbuilding and development. Fraternally he is connected with the Elks and is well known in that organization. He has never regretted his determination to come to the new world, for here he found the business opportunities which he sought and in their utilization has worked his way upward to success.

ALBERT L. JACKSON.

Albert L. Jackson, whose skill in photography has secured him the honor of many awards at national exhibits, his work displaying unusual ability in artistic posing, was born in Knoxville, Iowa, April 4, 1856, a son of John W. and Mary M. (Grant) Jackson. He was but six years of age when with his parents he went to Oregon, crossing Utah, Idaho and Wyoming. It was the year after a severe flood, which had swept away bridges and made trails almost impassable, so that they met with many hardships. The train numbered one hundred and ten wagons with several hundred men, women and children in the party. The Jackson family had started alone with six yoke of oxen, but en route they were joined by others seeking homes, the Jacksons having the Umpqua valley of Oregon as their destination. The Snake Indians in Wyoming were hostile and attacked the caravan, but the band of several thousand red men was made to retreat. The camp was made in three corrals and only a few of the white men were wounded. The most serious trouble en route was in Utah, where the train was attacked by a large band of Indians and renegade white men said to be Mormons. A severe battle ensued, in which about thirteen men and one woman of the little party

were killed and the Indians with their associates succeeded in getting away with a number of the cattle and horses belonging to the train. The remainder of the party kept on toward the west but as they neared the coast gradually separated for different localities. Not only did the party meet the usual hardships entailed by the trip but they also suffered from cholera and consumption in their midst and newly made graves marked their way. At length on the arrival of the Jackson family in southern Oregon they settled on a ranch, where they raised broom corn, hemp and molasses cane. The next year a removal was made to Grand Round valley, where Mr. Jackson built a sawmill, which he operated until 1865. In that year he went to Albany, Oregon, where he built a grist mill.

It was there that Albert L. Jackson had his first schooling. After about three years the family returned to southern Oregon, where they became interested in mining, and later they removed to Eugene, Oregon, where Albert L. Jackson became the first free scholar to enter the State University. Later he took up teaching, which he followed for a year, but in 1876 turned his attention to photography, having his first studio at Eugene. When the family lived in Grand Round valley, Oregon, flour sold at twenty dollars per sack and the Jacksons, having a large coffee grinder, used it not only to grind out flour for themselves but also for the emigrants who came through, following that practice for about a year. The old coffee mill is now in the State Historical Ferry Museum in Tacoma.

In 1885 Albert L. Jackson removed from Portland to Tacoma, where he has since been in business, and he has achieved great success in his chosen calling. He took the highest award at the state photographic exhibit in 1897 and secured the gold medal in Class B (portraiture) exhibit at Chautauqua Lake, New York, in the national convention. He next secured the gold medal at Portland in 1900 at the foreign exhibit of the Pacific Coast exhibition, where competition came from all over the country. The Eastman Kodak Company offered what is called the Angels Trophy of silver which, to be retained, had to be won three successive times. It now adorns Mr. Jackson's studio as his personal and permanent possession, for his work won the award at Portland, Vancouver and Seattle. Previously it had been held in various places in the east, but no one had won it for three successive times. He has gained other certificates and awards of merit and for years has been acknowledged as one of the fore-

most representatives of photographic art not only in the west but in the entire country.

In 1880, at Eugene, Oregon, Mr. Jackson was married to Miss Fannie E. Soverns, and they became the parents of two children: Marvin, who died at the age of twenty years; and Liberty Gertrude, the wife of Dr. R. S. Williams, of Tacoma. In 1904 the mother died and in 1906 Mr. Jackson married Mrs. Nellie A. Bennett, the widow of R. Bennett, of Tacoma.

Mr. Jackson is a member of the Loyal Order of Moose at Tacoma, also of the Commercial Club, and was for twenty years a member of the old Chamber of Commerce. He has been for years an active worker in the First Christian church, which he joined when fourteen years of age, and throughout the intervening period he has been earnest and zealous in promoting the work of the church, serving at the present time as one of the elders in the local organization.

CHRISTEN QUEVLI, M. D.

Trained for professional activity under some of the most eminent physicians and surgeons of both the new and the old worlds and ever carrying forward his investigations and his studies along the most modern scientific lines, Dr. Christen Quevli is today recognized as one of the authorities upon the subject of tuberculosis in the United States and is vice president and director of the National Anti Tuberculosis League. In his private practice he specializes in treatment of diseases of the nose, throat and chest. He was born June 29, 1864, near Christiania, Norway, and in 1869 was brought to America by his father, Andrew Quevli, who was also a native of the land of the midnight sun, where he successfully followed merchandising until he crossed the Atlantic with his family and established his home in Jackson county, Minnesota. Later he removed to Windom, Minnesota, where he successfully followed mercantile pursuits, his death there occurring in 1912, when he had reached the venerable age of eighty years. His wife, who bore the maiden name of Gorrien Melagen, was also born in Norway and died in Windom, Minnesota, in 1886, when forty-four years of age.

Dr. Quevli was the eldest of their six children and after attending the public and high schools of Windom and of North-

field, Minnesota, he continued his education in St. Olaf College, from which he was graduated with the class of 1882. He determined to enter the profession to which he now devotes his energies and took up the study of medicine in the Minnesota College Hospital, a branch of the University of Minnesota, from which he was graduated with the M. D. degree in 1886. He afterward went abroad, spending one year in post-graduate study in England and Norway. Upon again coming to the new world he settled in Tacoma, where since December, 1888, he has been continuously engaged in active practice save for a period of four years devoted to further study. He left Tacoma in 1892 and again went to Europe, taking post-graduate work in Berlin and in London. On his return he resumed practice in Tacoma but in 1897 again went abroad, spending one year in Vienna in the study of internal medicine. In 1909 he once more went to Europe and for two years continued his studies in London and Vienna. Anything which tends to bring to man the key to the complex mystery which we call life is of deep interest to him. He has specialized to a large extent in the study of diseases of the nose, throat and chest, and to such now confines his practice. That he is regarded as authority upon this subject is shown in the fact that he has been elected to the vice presidency of the Anti Tuberculosis League. He is also on the board of directors of the National Association for the Prevention of Tuberculosis and is president of the Washington State Association for the Prevention of Tuberculosis. He has thoroughly acquainted himself with every phase of the white plague and his opinions are received as authority by representative physicians throughout the country. He has served both as health officer and city physician of Tacoma and when elected to the latter office led the ticket by the largest majority of votes.

On the 29th of March, 1899, at Mount Vernon, Washington, Dr. Quevli was married to Miss Marie J. Foss, a daughter of Senator Louis Foss, of Mount Vernon. They now have four children: Christen, who was born in Tacoma, January 10, 1900; Kathron, born in Tacoma, June 22, 1902; Minnie, born in London, England, in 1909; and Marie Louise, born in Vienna, Austria, May 1, 1910.

Dr. Quevli is a prominent Mason, having attained the thirty-second degree of the Scottish Rite, while of the Mystic Shrine he is also a representative. He belongs likewise to the Benevolent and Protective Order of Elks, the Independent Order of Odd Fellows, the Commercial Club and the Tacoma Country and Golf

Club. In politics he is a democrat, while his religious faith is that of the Lutheran church. He possesses a studious nature and delights in the scientific side of the profession but has, moreover, that practical trend which utilizes his knowledge to the best possible advantage in his efforts to alleviate suffering and check the ravages of disease. He is most conscientious in the performance of his professional duties and has been a student not alone of materia medica and its effects but also of those mental influences which so often prove a disturbing element or a revivifying force in the treatment of disease. In his study he delves to the very root of the matter and his analysis displays the logical sequence which is regarded as a chief factor of legal investigation.

CHARLES A. MURRAY.

Charles A. Murray, western tax attorney and commissioner for the Northern Pacific Railroad Company, was born in Simcoe, Ontario, Canada, June 18, 1863, a son of John P. and Ann Murray. The father's birth occurred in Seneca Falls, New York, in 1818, and there he pursued his education. Later he turned his attention to the manufacture of wagons and subsequently removed to Ontario, Canada, where he continued in the same business until his death. The grandmother of John P. Murray was a sister of Benjamin Franklin, and his grandfather was a revolutionary soldier.

Reared in Simcoe, Ontario, Charles A. Murray attended the public and high schools of the city until he graduated with the class of 1880, after which he removed to Port Austin, Michigan, and entered the law office of Winsor & Snover, with whom he continued his reading until April, 1885. He was then admitted to the bar and removed to Beatrice, Nebraska, where he practiced law until November, 1888. Then he went to Seattle and engaged in practice until July, 1889, when he removed to Tacoma and formed a partnership with Charles S. Fogg. The firm of Fogg & Murray continued until 1892. Mr. Murray was afterward associated with several other attorneys, and his last partnership relation was with Charles O. Bates, under the firm style of Bates & Murray. He withdrew from that connection in 1902, however, and went to Spokane, Washington, as assistant counsel for the Great Northern Railroad Company, continuing to fill that

CHARLES A. MURRAY

position until 1907, when his health became seriously impaired, causing his resignation. He then returned to Tacoma and lived at his country home at Steilacoom until he had regained his health. In the spring of 1908 Mr. Murray was employed by the Northern Pacific Railroad Company to condemn the right-of-way for the Port Defiance line and remained as right-of-way attorney for a year, since which time he has been tax attorney and commissioner. He is recognized as a man of marked ability, having comprehensive knowledge of the principles of jurisprudence and displaying broad skill in the field of railroad and corporation law.

In December, 1887, Mr. Murray was united in marriage to Miss Jennie Richards, a daughter of Dr. Newton Richards of Atlanta, Iowa, the wedding, however, being celebrated in Beatrice, Nebraska. Mr. Murray is well known in Masonic circles, having, with the nobles of the Mystic Shrine, crossed the sands of the desert. He also belongs to the Elks lodge, to the Union Club, to the Commercial Club, to the Tacoma Golf & Country Club and to the McAllister Rod and Gun Club. These club memberships do not indicate the manner in which Mr. Murray spends his leisure time. He is more interested in live stock than golf, and spends as much time as possible on his eastern Washington ranch. In politics he is a Republican, well versed in the questions of the day and giving earnest support to those movements, which he believes will bring about the best interests of the country.

JAMES E. BONNELL.

James E. Bonnell, one of the leading contractors of Tacoma, has been identified with the history of the city since 1888. Born on the 23d of February, 1867, at Truro, Nova Scotia, at the age of thirteen years he went to Boston, where he served his apprenticeship at the business that would later identify him with Tacoma. In 1889 he resolved to try his fortune in the far west and took the budding city of Tacoma as the place to make his reputation.

On his arrival here Mr. Bonnell was engaged as foreman for J. W. Morrison and acted in that capacity for about eighteen months, when he decided to embark in contracting and building for himself. He has remained in the business to the present day and has developed his interests to such an extent that he ranks

among the leading contractors of the city. Among the large buildings that he has erected in Tacoma are the Rhodes Brothers building; the Telephone building, 1898; the Bonneville Hotel, 1906; the Park Hotel, 1908; the Harmon building, 1909; the Savage-Schofield building, 1909; the Tacoma Country Club, 1910; the Crane building, 1911; and the Tacoma General Hospital, 1914-15. He also made extensive changes in the Arcade building and many other buildings on Broadway are his work. In association with Dan I. Cornell he built the magnificent government buildings at Fort Haines, Alaska, and at one time he was associated with the Washington Paving Company but sold his interests therein about two years ago.

Mr. Bonnell was married in 1890 to Miss Nellie O. Smith, a native of Provincetown, Massachusetts, and they have been blessed with three children: a son, Clement D., aged twenty-two years; and two daughters; Jeanness, aged nineteen; and Marguerite, sixteen years of age. They have an attractive home at No. 603 North Ainsworth avenue, also a country place at Magnolia, where they spend the greater part of the summer.

Mr. Bonnell's business activities have never permitted him to indulge in politics, but he takes a keen interest in the republican party. He attends the Presbyterian church and is a thirty-second degree Mason, a Knight Templar and a Noble of the Mystic Shrine. As a member of the Commercial Club Mr. Bonnell has always taken an active interest in the development of Tacoma and everything pertaining to its welfare.

JOHAN L. RYNNING, M. D.

Dr. Johan L. Rynning, now a successful medical practitioner of Tacoma, is a self-made man who provided for his own education and has worked his way upward along professional lines by reason of his persistency and his ability. He was born at Hesper, Winneshcik county, Iowa, December 29, 1858, a son of Lars J. Rynning, who was born in Norway and in the early '50s came to America. He settled in Iowa among the pioneer residents and afterward removed to Minnesota but passed away in Tacoma, May 4, 1906, at the venerable age of eighty-nine years, after having devoted his life to farming, in which he was quite success-

ful. His wife, whose maiden name was Serina Bjornstad, was a native of Norway, in which country they were married. She died in Rushford, Minnesota, in 1885, at the age of sixty-two years, having been born in 1823.

Dr. Rynning, the fourth in order of birth in their family of eight children, began his education in the country schools of Minnesota and afterward attended the high school at Rushford and Luther College at Decorah, Iowa. His early life to the age of seventeen years was spent on the home farm and after putting aside agricultural pursuits he took up the vocation of teaching, which he followed in the schools of Filmore county, Minnesota, and also at Gallatin Park and Sweetgrass, Montana. He devoted his attention to educational work from 1876 until 1886 and then began stock raising in Montana. In 1889 he entered Rush Medical College of Chicago and was graduated therefrom with the class of 1892. Having won his professional degree, he immediately entered upon active practice at Butte, Montana, where he remained for one year. He was then married and came to Tacoma, June 11, 1893. He here opened an office and entered upon the practice of medicine, in which he has since continued, and that he is conversant with modern professional thought and scientific investigation is indicated in the fact that he holds membership in the Pierce County, the Washington State and the American Medical Associations.

In Rushford, Minnesota, on the 17th of May, 1893, occurred the marriage of Dr. Rynning and Miss Marie Ellertsen, a native of Minnesota and a daughter of Ellert and Karen (Stensgaard) Ellertsen. They have four living children: Lars Edgar, a student in Luther College in Iowa; Karen, attending the Parkland Academy of Tacoma; Emma, a student in the same school; and Solveig, a graduate of the Tacoma graded school. They also lost a daughter, Marie, who died in 1911 at the age of five years. Their residence at No. 8005 Pacific avenue was erected by Dr. Rynning eight years ago. This is one of the finest homes of Tacoma, photographs of which were displayed during the exposition which was held in Norway.

In politics Dr. Rynning is a republican and during the last session of the territorial legislature in Montana he served as clerk of the house. He belongs to the Chess Club of Tacoma and to the Lutheran church. The strength of his character is indicated in the fact that he worked his own way through college and the university. His laudable ambition has prompted his close appli-

cation and his persistency of purpose and marked professional ability have brought him to a most creditable position among the physicians and surgeons of Tacoma.

ARCHE G. HICKS, D. D. S.

Dr. Arche G. Hicks, one of Tacoma's well known dentists, was born in Monticello, Iowa, August 28, 1873. The family tree dates back to November 11, 1621, when Robert Hicks came from London to the new world in the ship Fortune. He was a leather dresser from Bermondessy street, Southwark, London. His father, James Hicks, was a lineal descendant of Ellis Hicks, who was knighted by Edward, the Black Prince, on the battlefield of Poictiers, September 9, 1356, for bravery, and for capturing a set of colors from the French. Margaret, the wife of Robert Hicks, came with her children to the new world on the ship Ann, which arrived in Plymouth during the latter part of June, 1622, the family settling at Duxbury, Massachusetts. Two of the sons, John and Stephen, about 1642 removed to Long Island and in October, 1645, the governor of the colony granted a patent to Thomas Farrington, John Hicks and others for the township of Flushing, Long Island. John Hicks took a leading part in the affairs of the settlement and at various times was appointed to fill important offices. His name and that of his son Thomas appeared in connection with every public measure there for many years.

Frank M. Hicks, the father of our subject, is now deceased. He was a native of New York and became a pioneer of Iowa, removing to that state with his wife and one child, the journey being made with ox teams across the country in 1848. He took up government land and for a number of years successfully followed farming, after which he turned his attention to the banking business, becoming one of the organizers and the vice president of the Monticello State Bank, occupying that official position for thirty-two years. In 1849, however, he made the trip across the plains to California, where he engaged in prospecting and mining, remaining on the coast for two years but meeting with only a moderate degree of success. He made the return trip in a sailing vessel around Cape Horn and the ship was becalmed for ninety days. All on board suffered much privation on account

of the shortage of food. Following his return to Monticello Mr. Hicks was elected sheriff of Jones county, Iowa, in which position he served for the full term and afterward occupied other offices of trust, being very active in political and civic circles of the city as well as in connection with financial affairs. In 1864 he joined the army, serving under Gen. John A. Logan, and went with Sherman on the march to the sea. He died in Monticello, Iowa, February 15, 1905, at the age of about eighty-three years, his birth having occurred in Newark, New York, March 23, 1822. His wife, who bore the maiden name of Frances Little, was also born at Newark, February 20, 1829, and died May 29, 1909. They were married August 17, 1847, and had the following children besides our subject: Frank L., a druggist of Sargent, Nebraska; Mrs. Ophelia Penniman, a resident of Hammond, Louisiana; Harry, who is a wholesale dealer in meats at Hazel Green, Iowa; Elmer E., who is engaged in the wholesale dry goods business in Monticello, Iowa; Eben E., who is a shoe merchant of that city; Ernest, who is a member of the prominent law firm of Barger & Hicks of Chicago, Illinois; Grant, who is one of the leading and oldest medical practitioners of Tacoma; and Mrs. F. W. Koop, also of Monticello.

Dr. Hicks was educated in the public and high schools of Monticello and in the University of Michigan, from which he was graduated in 1895 on the completion of a course in dentistry. Reviewing the business situation of the country, he decided that the northwest offered the best opportunities and in 1895 came to Tacoma, where he took over the practice of Dr. George B. Hays, the pioneer dentist of this city, who became the dentist of the imperial family of Germany, giving up his practice in Tacoma in order to fill a five years' engagement with the royal house. Dr. Hicks arrived in Tacoma July 7, 1895, and has since remained in active and continuous practice. In point of time he is the third oldest dentist of the city and for the past fourteen years has occupied his office at No. 511 Equitable building. Throughout all the years he has kept in close touch with the progress that has been made in dental practice and is thoroughly acquainted with the most modern scientific methods. He belongs to the Pierce County Dental Society, the Washington State and the National Dental Associations.

On the 17th of March, 1903, Dr. Hicks was married in the Old Town Presbyterian church of Tacoma to Miss Grace M. Mackay, a native of Toronto, Canada, and a daughter of Wil-

liam J. and Caroline (Taylor) Mackay. The three children of this marriage are: George Francis, born in Tacoma, August 26, 1905; Virginia Jane, born in Tacoma, January 16, 1910; and Elmer E., born in Tacoma, Aprid 28, 1916. The family residence is at No. 1109 North Z street.

Dr. and Mrs. Hicks are well known socially in Tacoma, where they have an extensive circle of warm friends. His political allegiance is given to the republican party and he is a member of a college fraternity, also of the Union Club and of the Tacoma Country Club. In religious faith Dr. Hicks is a Presbyterian. Not only is he one of the oldest but also one of the most able dentists of the northwest, building up a practice that has grown with the length of his residence here and which places him in the front rank among able dentists.

WILLIAM FRANCIS STILSON.

William Francis Stilson, well known in business circles of Tacoma as a member of the Stilson-Kellogg Shoe Company, is a native of Stockton, California, and a son of William Adams and Mary (Francis) Stilson, natives of Waterville, Maine, and of Philadelphia, Pennsylvania, respectively. They were married in Stockton, California, April 29, 1861, Mr. Stilson having arrived in that state in 1859, after making the voyage around Cape Horn, while his wife crossed the plains by wagon train in 1849. On the paternal side William F. Stilson is a representative in the ninth generation of the descendants of John Alden and Priscilla Mullens.

William F. Stilson acquired his education at Galesburg, Illinois, and after leaving school was associated with Harrington Beard, of Minneapolis, Minnesota, in the art and fine stationery business. From 1890 until 1901 he represented Kellogg-Johnson & Company, wholesale boot and shoe dealers of St. Paul, in the northwestern states, and in the spring of 1901 became associated with W. H. Dickson in the purchase of the Van Eaton-Fogg shoe factory, then located in the Betz block. Approximately two years later the present company was formed and the business has since been conducted under the style of the Stilson-Kellogg Shoe Company.

On the 21st of October, 1908, in All Saints church at Port-

land, Oregon, Mr. Stilson was married by Bishop Scadding to Miss Annie Ogden Holmes, a daughter of R. J. Holmes, and on the 8th of September, 1911, she passed away.

Mr. Stilson attends the Episcopal church and he gives his political allegiance to the republican party. He is well known in fraternal and club circles, belonging to Oriental Lodge, No. 74, F. & A. M., and to the Scottish Rite bodies, having taken the thirty-second degree. He is likewise a member of the Mystic Shrine and he belongs to the Benevolent and Protective Order of Elks. He is a member of the Tacoma Country and Golf Club and also of the Tacoma Commercial Club and Chamber of Commerce.

HARRY G. WILLARD, M. D.

Dr. Harry G. Willard, one of the successful surgeons of Tacoma, was born in Grinnell, Iowa, on the 7th of June, 1875, a son of W. O. and Emma (Shaw) Willard. The father was born in Kewanee, Illinois, in 1835, and after attending the public schools entered Oberlin College at Oberlin, Ohio. Subsequently he enlisted in the One Hundred and Nineteenth Illinois Volunteer Infantry for service in the Civil war and remained at the front until the close of hostilities.

Dr. Willard began his education in the public schools and subsequently attended high school, from which he was graduated in 1891. He then entered Grinnell College and after completing the course there with the class of 1896 he taught science in the high school at Aurora, Illinois, for five years. Later he matriculated in Rush Medical College at Chicago and received his M. D. degree in 1905. He continued his professional preparation as interne in the Presbyterian Hospital at Chicago, remaining there for six months, and subsequently he served for a year and a half as house physician of the Cook County Hospital. He later went to Iron River, Michigan, where he engaged in the practice of medicine and surgery until 1908, when he removed to Deer Lodge, Montana. Four years later he went to Vienna, Austria, and devoted a year to study in the leading clinics and hospitals of that city. On his return to this country he resumed practice at Deer Lodge, but in 1914 he came to Tacoma, where he has since remained, specializing in surgery. In addition to his private

practice he is also surgeon for the Chicago, Milwaukee & St. Paul Railway.

Dr. Willard was married on the 22d of June, 1906, in Whitewater, Wisconsin, to Miss May Chamberlin, by whom he has two children, Don Gaylord and Louise Marguerite.

Dr. Willard gives his political allegiance to the democratic party but has never taken an active part in politics, confining his attention to his professional duties. He belongs to the Pierce County and Washington State Medical Societies and to the American Medical Association and takes an active interest in the work of those organizations. Fraternally he is a Mason and an Elk. He has thoroughly identified his interests with those of Tacoma and has already made many friends in the city.

WILFRED A. SMITH.

Wilfred A. Smith, dating his residence in Tacoma from 1901, has been well known in the business circles of the city in connection with commercial lines and in 1915 took charge of the Tacoma General Hospital, which is said to be the finest institution of this kind in this section of the country. He was born in Boston, Massachusetts, October 12, 1876, a son of A. W. Smith, a native of that state and a son of John R. Smith. The founder of the American branch of this family was of Scotch birth and came to the new world in colonial days. A. W. Smith was a ship captain, sailing for many years. He came to Tacoma in 1901 and died in this city in 1909 at the age of sixty-three years. He married Iva Kenty, who was born in Massachusetts and was a daughter of John Kenty, also of Scotch lineage. Mrs. Smith still makes her home in Tacoma.

Wilfred A. Smith is the eldest of a family of five children and in the public schools of Boston pursued his education to the age of twelve years, when he left the high school to enter business life. He first engaged in sheet metal work, learning the trade, but followed it only during the regular period of apprenticeship. He afterward went to sea, devoting the succeeding twelve years to a seafaring life, becoming chief steward in the purser's department on the line from Boston to New York and New Orleans and also sailing to various foreign ports. He arrived in Tacoma in 1901 and for seven years was with the Stone-Fisher Dry Goods

WILFRED A. SMITH

Company as department manager. In 1912 he became general manager of the old Tacoma Hospital and in September, 1915, took charge of the present institution, a new modern and beautiful building which ranks with the finest institutions of the kind in the west and would be a credit to any city, as it is splendidly equipped according to the most modern scientific methods, and as superintendent of the Tacoma General Hospital Mr. Smith is making an excellent record, possessing the required qualifications of executive and administrative ability.

In Tacoma occurred the marriage of Mr. Smith and Miss Mabel Larson, a native of St. Paul, Minnesota, and they have three children, Raymond, Margaret and Ruth. The religious faith of the family is that of the Baptist church, and the interests of Mr. Smith's life are further indicated in the fact that he is identified with the Odd Fellows, the Red Men and the Knights of Pythias—organizations which have their root in a recognition of the brotherhood of mankind and the obligations thereby imposed. In politics he is a republican, and his interest in community affairs is shown in his membership in the Commercial Club, his support being given to all its plans and measures for the public good. Success has come to him as the years have gone on and he is today one of the representative business men of Tacoma, characterized by the spirit of enterprise which dominates the northwest.

GEORGE CORYDON WAGNER, M. D.

Dr. George Corydon Wagner, engaged in the practice of medicine at Tacoma, was born November 8, 1859, at Dickinson's Landing in Ontario, Canada. His father, Dr. William H. Wagner, also a native of that country, was of German lineage. His early ancestors were driven from Germany into Holland and from Holland into England and thence emigrated to America in the seventeenth century. They settled at New Amsterdam, where representatives of the family lived for many generations. Dr. Wagner's immediate ancestors were Tories or Empire Loyalists and during the Revolutionary war were driven into Canada. Dr. William H. Wagner became a successful physician of Canada and engaged in active practice at Dickinson's Landing until his death, which occurred April 7, 1885, when he was sixty-one

years of age. He married Marguerite E. Dixon, a native of that country and a daughter of Edwin Dixon, an early settler of Canada of Scotch and English descent. Mrs. Wagner passed away in 1878, at the age of fifty-four years, leaving six children, of whom three are living: George C.; Miss Theresa J. Wagner, a resident of Tacoma; and Sarah E., also living in this city.

Dr. Wagner was educated in the public and high schools of Stormont county, Ontario, and in McGill University at Montreal, where he pursued his professional course and was graduated in 1881, winning the M. D. and C. M. degrees. Immediately afterward he began practice in his native town and continued there quite successfully for eight years. On the 3d of December, 1888, he arrived in Tacoma, where he practiced for many years but is now practically living retired.

On the 7th of June, 1893, Dr. Wagner was married to Miss Heartie Dimmock Griggs, a daughter of Colonel C. W. Griggs, and they became parents of two children: Martha, born in Tacoma, June 8, 1894; and George C., born in Tacoma, October 14, 1895. The family residence at No. 324 North E street is a beautiful home overlooking the Bay.

Dr. Wagner is well known in professional circles and for three or four years served as secretary of the Pierce County Medical Society, to which he still belongs. He is also a member of the State and American Medical Associations and he has membership in the Union and Country Clubs and in the Episcopal church. His political allegiance is given to the democratic party where national questions are involved but otherwise he casts an independent ballot.

CHARLES C. MELLINGER.

Charles C. Mellinger, of the C. C. Mellinger Company, prominent funeral directors of Tacoma, having an establishment at No. 510 South Tacoma avenue second to none in the city, was born near Wooster, Ohio, on Christmas day of 1865. His parents, David and Christina Mellinger, were also natives of that locality and both were of German descent. The father was a millwright by trade but instead of following that occupation he took charge of his father's farm, which had been entered from the government as a homestead.

Charles C. Mellinger acquired his general education in the country schools of Ohio and afterward pursued a commercial course in the Tri State Normal at Angola, Indiana. At the age of seventeen years he entered upon an apprenticeship with the firm of Landis & Schmuck, owning the leading undertaking and furniture establishment in Wooster. He remained with that house for two years and afterward went to Kansas City, Missouri, where he spent two years in the employ of the undertaking firm of E. Stein & Son. He afterward worked for D. E. Heaton, an undertaker at St. Joseph, Missouri, for more than two years and at the end of that period went west to Seattle, where he was associated with O. C. Shorey & Company, undertakers, for a year. After a visit to Ohio and the middle west he returned to Seattle and worked for Bonney & Stewart for two years. In 1892 he started in business at Mount Vernon, Washington, but owing to hard times disposed of his establishment after fifteen months and returned to Seattle and also went to Everett. In 1896 he came to Tacoma and later went to Spokane, where he was with the Washington Undertaking Company until 1897, when he returned to Tacoma and established an undertaking business on a small scale. He has seen this business, through his persistent effort and hard work, grow into one of the largest, with the finest equipped residence undertaking parlors in the west. His brother, L. S. Mellinger, is associated with him in the business, which is conducted under the firm name of the C. C. Mellinger Company. Their present building, which was erected in 1909, is of reinforced concrete and wood and is two and one-half stories in height. It was specially built for the accommodation and privacy of their work and, being the first and only one in the city, has received wide commendation.

CHARLES ELIJAH CASE, M. D.

Dr. Charles Elijah Case was born in Colusa, California, January 16, 1853. His father, Elijah Case, was born in Canada of Scotch parents, but early became a resident of Illinois. He married Jane Lucretia Ware, of Rochester, New York. Elijah Case, accompanied by his wife and son, George Albert, who was born in Nauvoo, Illinois, made the trip across the continent to California in 1849. He first located in Colusa, where he built up a

successful merchandise store and soon established other merchandise houses at Knight's Landing, Eddy's Landing, Linden and Sacramento. In 1856 he established a mercantile business in San Francisco, in which city he thereafter made his home. He engaged also in the banking business in both San Francisco and Oakland. His extensive real estate holdings in Oakland became very valuable. Later in life business reverses overtook him. He died in 1883 at the age of seventy-four years. His wife survived him only six weeks, her death occurring in December of the same year. Besides the one brother already mentioned, Dr. Case has another, Dr. Edwin Gains Case, a dentist of Oakland, and two sisters, Mrs. Minerva Jane Sweeny of Oakland and Mrs. Effie Cordelia Cohn of Berkeley.

Dr. Case was educated in private schools and in the City College of San Francisco. He then entered the mercantile business but after a few years (in 1877) he matriculated in Cooper Medical College, at that time called The Medical College of the Pacific. After a two years' course there he entered the California Medical College at Oakland and upon graduating was made demonstrator of anatomy and professor of anatomy and surgical anatomy. In the winter of 1882-3 he resigned to take up practice in Tacoma, which was at that time known as New Tacoma. In 1885 and 1886 Dr. Case was again a student, this time in the College of Physicians and Surgeons of Chicago. Upon graduating from that institution, which was in affiliation with the University of Illinois, Dr. Case returned to Tacoma, where he has continued to reside, leaving the city several times, however, to take post-graduate courses at medical colleges in Chicago and New York. With the exception of the time spent at medical colleges it will be seen that Dr. Case has been a resident of Tacoma since the winter of 1882 and is therefore the oldest practicing physician in the city.

In 1884 Dr. Case married Frances E. Linquist, who was born in Parkersburg, West Virginia. She is the daughter of Captain G. F. Linquist, a Civil war veteran and pioneer Tacoman. Arriving here in 1880 Captain Linquist was very active in civic and political affairs. He was a stalwart republican and held several prominent offices. Dr. Case has two sons, both born in Tacoma: Edwin Frances, who is in the county treasurer's office in Tacoma; and Charles Albert, a noted tenor and teacher of vocal music in San Francisco.

Dr. Case is a member of several fraternal societies, notably

among them being the Maccabees, Woodmen of the World, Ancient Order of Foresters, Odd Fellows, Elks, and all the Masonic bodies and the Mystic Shrine. For many years he was a general practitioner of medicine but for the last twenty years his practice has been limited to office practice and surgery.

SAMUEL WILKINSON.

Death claimed a wealthy and prominent citizen of Tacoma when on the 21st of August, 1915, Samuel Wilkinson passed away. He had long been actively and prominently connected with the business interests of the city and his interests were of a character that contributed to public progress and improvement as well as to individual success. He was born in Buffalo, New York, and became a resident of Tacoma in 1873, when the city had not yet emerged from villagehood. He did not become a permanent resident at that time, for after about three years he returned to New York, but the spirit of the west had entered his life. The opportunities which prove a lure for the capable, ambitious and energetic man called him and in 1876 he returned. The following year, as evidence of the fact that he intended to remain, he erected the home in which his remaining days were spent and in which his widow still resides. From the beginning of his residence in Tacoma he entered actively into its business development and for a long period was engaged in real estate dealing and was also connected with the lumber industry as president of the Hillcrest Lumber Company. His interest in the welfare of the city was always of a helpful and beneficial character and he did everything in his power to promote its progress and upbuilding. He performed many generous and unselfish acts in support of interests that he believed would prove to be of benefit to the growing city and he stood at all times for those interests which are a matter of civic virtue and civic pride, doing active work along that line as a member of various civic organizations.

Mr. Wilkinson was united in marriage to Miss Isabel Tilton Evans. They became the parents of two sons and a daughter: Samuel Ritter, now living near Bismarck, North Dakota; Livingston, of Tacoma; and Mrs. Zelma W. Lane, of Tacoma. His home was one of the most attractive in the city, commanding a

fine view, while the house was surrounded by a well kept lawn adorned with beautiful flowers. He found his greatest happiness in administering to the welfare and comfort of his family and his best traits of character were reserved for his own fireside. Tacoma rated him with its leading citizens and he was known and admired for the honesty and integrity of his purpose and his efforts for the city's benefit.

EDWIN A. MONTAGUE, M. D.

Dr. Edwin A. Montaque was born in Cromwell, Ohio county, Kentucky, March 8, 1870, a son of Archibald P. Montague, who was born in North Carolina and represents an old Virginia family of English origin. The ancestral line in America is traced back to Peter Montague, who crossed the Atlantic in the Mayflower. A. P. Montague was a successful merchant of Cromwell, Kentucky, for many years and died in 1881, at the age of fifty. He was a Mason and a devoted member of the Baptist church. His wife, who in her maidenhood was Nancy Ellen Leach, was born in Maryland, December 12, 1832, a daughter of Joseph L. Leach, who represented an old American family. Some of its members participated in the struggle for independence. Three brothers of Archibald P. Montague were Confederate soldiers in the Civil war and two of the number were killed in battle. Mrs. Montague passed away February 15, 1896, at Princeton, Kentucky. In her family were five sons and one daughter.

Dr. Montague, the fifth in order of birth, supplemented his public school training by study in a college at Hartford, Kentucky, and also in the State Normal School at Bowling Green, after which he became a student in Bethel College at Russellville, Kentucky. During his college days he became a member of the Sigma Alpha Epsilon fraternity. After his graduation he entered the live stock business in Kentucky, selling and buying horses. He next became a commercial traveler, representing a grocery house, his territory covering the mountain districts of Kentucky. The next two years he was commercial agent for steamship lines plying between Evansville, Indiana, and Bowling Green, Kentucky, and he also represented boats on the Green and Barren rivers and on Ohio rivers. He devoted his spare time to the study of medicine, and later became a student in the Kansas

City (Mo.) University. He won his professional degree in 1903. He then entered a college in Chicago for post-graduate work. For four years he was engaged in the active practice of medicine in Eureka, California. He came to Tacoma September 9, 1908, and has won here a large and gratifying practice. For some time he served as medical inspector for Tacoma schools and is now city health officer.

On the 28th of September, 1905, Dr. Montague was married in Humboldt county, California, to Miss May Richmond, a native of Humboldt county, where her parents were early settlers. For many years her father was county recorder and a leading and influential citizen. Dr. and Mrs. Montague have become parents of two sons and a daughter: Richmond Lewis, born in Eureka, California, September 22, 1906; Thomas Archibald, born in Tacoma, March 16, 1908; and May Ellen, born in this city, in 1912.

Dr. Montague belongs to the Tacoma, the Pierce County and the Washington State Medical societies, to the University and Commercial Clubs, and is a Mason and an Elk.

HERBERT S. GRIGGS.

Herbert S. Griggs, a well known lawyer of Tacoma, was born in St. Paul, Minnesota, February 27, 1861, and is a son of Colonel Chauncey W. Griggs, a sketch of whom appears elsewhere in this work. Herbert S. Griggs was educated in the public and high schools of St. Paul, in Yale University, where he received the Bachelor of Arts degree in 1882, and in Yale Law School, where the professional LL. B. degree was conferred upon him at his graduation with the class of 1884. He immediately thereafter continued his reading in the law office of Governor C. K. Davis, of Minnesota, with whom he was associated for about a year. He then entered upon active practice and in the year 1885 served as assistant city attorney of St. Paul. He remained in his native state until 1888, when he came to Tacoma and during the intervening period of twenty-seven years has been continuously engaged in active practice. His practice is extensive and of an important character. He is secretary and a large stockholder and director of the St. Paul & Tacoma Lumber Company, and of all the auxiliary branches of that corporation.

On the 15th of June, 1904, in Tacoma, Mr. Griggs was

married to Miss Elvira Caroline Ingersoll, a native of Milwaukee, Wisconsin, and a daughter of Avery M. Ingersoll. Their children are four in number: H. Stanton, born in Tacoma, January 22, 1906; Chauncey Leavenworth, born July 6, 1909: Harriett, February 10, 1911; and Elvira Caroline, August 2, 1913. Their home, which Mr. Griggs owns, is one of the beautiful residences of Tacoma and is situated at No. 923 North Yakima street.

Mrs. Griggs holds membership with the Colonial Dames, is an active worker in charitable circles and is a devoted member of the Episcopal church. Both Mr. and Mrs. Griggs belong to the Tacoma Humane Society, of which he is the secretary. In politics he is independent. During his college days he became a member of the Psi Upsilon and also of the Delta Kappa. He has membership with the Sons of the American Revolution and the Loyal Legion, and in commercial and social circles he is well known as a member of the Union, University and Commercial Clubs of Tacoma, while the nature of his recreation is indicated in the fact that he holds membership in the Tacoma Golf and Country Club. He is an attendant and active supporter of the Congregational church, and his interest in all that works for the betterment of the community is pronounced. Along strictly professional lines Mr. Griggs is connected with the Pierce County, the Washington State and the American Bar Associations, and in the year 1913 he served as president of the Pierce County Bar Association.

HON. MERRITT J. GORDON.

Hon. Merritt J. Gordon has carved his name high on the keystone of the legal arch of Washington. He is now engaged in general practice in Tacoma as senior partner of the firm of Gordon & Easterday. High judicial honors have been conferred upon him, covering service on the superior court and supreme court benches of Washington, and he has proven himself the peer of the ablest representatives of the state's judiciary.

Judge Gordon is of Canadian birth, a native of Sherbrooke, Quebec, Canada, born March 17, 1859. The family is of Scotch descent and the first representative of the name on the American continent was Captain John Gordon, who served in Fraser's

HON. MERRITT J. GORDON

regiment of Wolfe's army of Highlanders. After the surrender of the French he went over into Vermont, where he located in 1759. Merritt Gordon, father of Judge Gordon, was born in that state but about 1849 removed to Canada and became not only an early settler of his district but also a prominent railroad contractor and builder. He was associated with his brothers, James A. and Clarke Gordon, in building the old Intercolonial railroad, now a part of the Canadian Pacific system, to Georgian bay. He was very successful in his undertakings, building up a business of large and profitable proportions in which he continued to engage until the latter part of his life. He died near Sherbrooke, Canada, in 1900, at the age of eighty-three years. His wife, who bore the maiden name of Sarah McCarroll, was of Irish descent and was a daughter of Mr. and Mrs. Robert McCarroll, who were natives of Ireland and became residents of Vermont, where Mrs. Gordon was born. She died at the old home near Sherbrooke, Canada, in 1908, at the age of eighty years. In the family were seven children but only three are now living: W. W., who follows agricultural pursuits in Burlington, Vermont; Merritt J.; and Gertie, the wife of C. A. Billings, of Olympia, Washington.

After attending the public schools of Clinton county, New York, Judge Gordon entered Champlain Academy, from which he was graduated in 1878. In the spring of 1879 he removed to Lanesboro, Minnesota, where he entered the law office of E. N. Donaldson, one of the leading attorneys and contributors to legal literature of that section. He was admitted to practice in Fillmore county, Minnesota, in 1880 but in 1881 removed to Aberdeen, South Dakota, just after the town was founded at the railroad junction there. He continued in active practice in Aberdeen until 1890 and was a prominent figure in public affairs, doing not a little to further the interests of his city and district in the early days. He was chosen to represent his district in the constitutional convention which framed the organic law of the state and he was also made a member of the first state legislature of South Dakota. During his connection with the constitutional convention he served as chairman of the judiciary committee and on other important committees and he was also city attorney of Aberdeen and district attorney of the fifth district.

In the spring of 1890 Judge Gordon arrived in Washington, settling at Olympia, and in June, 1892, he was appointed to the superior bench by Governor Ferry to fill out a vacancy in Thurs-

ton county. In the fall of that year he was elected for a four years' term and in 1894 higher judicial honors were conferred upon him in his election to the supreme bench. He served as a member of the state's highest tribunal until June, 1900, when he resigned and removed to Spokane. He was a most able representative of the court of last resort. From 1900 until August, 1908, he engaged in the private practice of law in Spokane and then removed to Tacoma, where he has since remained as an active member of the bar, being now at the head of the firm of Gordon & Easterday. His pronounced ability has gained him prominence and the practice of the firm is extensive and important.

At Carbondale, Pennsylvania, on the 17th of August, 1879, Judge Gordon was married to Miss Jennie L. Thompson, a native of Pennsylvania and a daughter of D. C. and Myra E. Thompson, of an old family of that state. The latter is still living and now makes her home with Judge and Mrs. Gordon, but her husband passed away in Tacoma in 1905. Judge and Mrs. Gordon have two children: Helen, born in Dakota, September 18, 1880, the wife of George G. Mills, of Olympia, where he is engaged in business as a hardware merchant; and Carroll A., an attorney of Seattle, who married Edith Norton, a representative of one of the oldest families of Tacoma.

In politics Judge Gordon is an earnest republican and fraternally he is connected with the Masons and with the Elks. He belongs to the blue lodge and commandery at Olympia and to the Mystic Shrine at Tacoma. Along strictly professional lines he has connection with the Pierce County, the Washington State and the National Bar Associations and his ability has brought him prominently to the front as a distinguished lawyer of the northwest. He entered upon a calling in which advancement is secured entirely through individual merit and that he stands today in the foremost rank of the legal profession is indicative of his native and acquired talents and ability.

W. DAVID MOFFATT.

W. David Moffatt, president of the State Business College at Tacoma, has in this institution established and conducted one of the foremost commercial educational institutions of the northwest. He has made it a school of which the city has every reason

to be proud and its students have gone forth into life well equipped to handle important duties, their developed powers serving as a foundation for growing success. In the conduct of the school Mr. Moffatt has held to the highest standards and his work has been fraught with good results.

He was born in New York city, February 13, 1863, and is descended from Scotch ancestry. There are today hundreds and hundreds of representatives of the name of Moffatt, spelled in various ways, in the new world. The family is in possession of a coat of arms which depicts high in the heavens a bank of black, lowering clouds, the clouds of adversity; standing out in startling distinctness, partly reclining in their midst, is the Cross of Christ, dazzling white in the reflected unseen glory from above; the Cross, in its turn, throws the rays of faith upon the earth and its troubles below. The scene below represents a pelican feeding her young with the flesh and blood of her own breast, rather than they should perish. The motto "Melius Est Mori Quam Pati Ignominiam," literally translated is "It is better to die than suffer dishonor" and is usually translated "Death before dishonor." The present day tradition that goes with this coat of arms is that it was presented by Constantine the Great, the first Christian emperor of Rome, in the fourth century, to Senator Moffat, of Scotland, for striking deeds of valor. There has been organized in the United States a Clan Moffat, now a chartered family association, with authority under the laws of the state of Illinois to "maintain a family or a clan association, to hold family or clan reunions, and to purchase real estate suitable for such clan and family reunions or for clan settlement, to publish clan bulletins and a clan history and genealogy and to gather data for such publications."

In August, 1915, was held a great family reunion of the Moffats of America, St. Louis being chosen as the meeting place, after which a trip was made by river steamboat down the Mississippi and up the Ohio and Tennessee rivers to the Shiloh battlefield. Near the old home in Scotland where originally lived the Moffats from whom W. David Moffatt is descended is a well of sulphur water known as the Moffat Well, and under that caption the Moffatana Bulletin writes: "From Grieve's Guide we glean 'But we are on our way to the well, and the wooden verandah that is above the stone building is now in view. It is most picturesquely situated, for it is perched on the edge of a linn. The Burnock water leaps from rock to rock far below, and bending over it are ivy clad trees. Near the well is the Highland Man's

Leap. But it is well an iron fence guards the banks of the burn, for the ground is rock mixed with loose gravel, and many have lost their lives there. Still there is no danger if one keeps to the right side of the fence. The Sulphur Well of Moffat was brought into fame by a daughter of Dr. Whiteford, Parson of Moffat, in 1633. Twenty years after, a little book was published on Moffat Well, and from then onward the fame of Moffat Sulphur Well went up by leaps and bounds. It is now one of the fashionable spas of Europe.' Your clan historian inclines to the belief that this gaseous sulphur well named the locality and the locality named the people. But a mile away is the well marked remains of an ancient Roman road. In the coming books will appear a learned and exhaustive essay on the etymology of the Moffet name by Rev. Thomas Clemence Moffatt; now deceased. We quote from this article: 'Turnbull, quoting from Dr. Garnett, 1800, says, "The quantity of free gas evolved from the water at no time is great. The water is never decidedly sparkling. It does assume a certain degree of cloudiness from the uniform diffusion through it of very minute gaseous globules." These statements sufficiently establish the fact that the Moffat well is, though to be sure on a small scale, a mofette, mofeta, mefite, mephitis. It also takes no stretch of the imagination to think of the Roman soldiers camped for some time in the neighborhood, as looking upon it as a mopheth, in the Hebrew sense of the word, a token of the presence of the deity, as in the so familiar Mofetes of the Amsanctus Valley and the grove of Albunea, the latter only a short distance from Rome, Italy. The imagination easily pictures these superstitious and homesick soldiers bringing to this romantic spot at Moffat Well their offerings and worshiping the goddess Mephitis (especially if that goddess was but an alternative form of Juno) with the rites of home-land, so far away.' "

Alfred Moffatt, father of W. David Moffatt, was a native of New York and became a stock raiser and very successful man. He served in a New York regiment during the Civil war and in 1882 he became a resident of North Dakota, where he secured a homestead claim and there resided until his death, which occurred in Grand Forks, North Dakota, in 1909, when he was seventy-five years of age. He had been quite active in politics as a supporter of the republican party. He married Ellen Liddle, a native of Canada and a daughter of George Liddle, who was born in Scotland. She died in New York city in 1887, at the age of thirty-nine years, and of her five children four yet survive.

Following the removal of the family to the middle west W. David Moffatt pursued his education in the grammar schools at Warren, Minnesota, and was graduated from the high school. He afterward entered Hamline University at St. Paul, Minnesota, where he completed the work of the senior year. He next matriculated in the State University and was graduated in 1895 with the Bachelor of Arts degree. Prior to this time, however, he taught night school in St. Paul, Minnesota, being connected with an institution which was originally called the St. Paul Business College. Eventually he sold his interest therein and came to the northwest, arriving in Tacoma on the 12th of July, 1895. He immediately established the State Business College, opening the doors of the school without an enrollment and with only one night school pupil. From the beginning, however, his patronage grew and when the present war came on there was an attendance of approximately three hundred, representing almost every state in the Union. Since the beginning of the war, however, the enrollment has been somewhat reduced. Mr. Moffatt concentrates his energies upon the school and its conduct. The institution now occupies the top floor of the new Fidelity building, a modern office structure in the heart of Tacoma. The rooms are splendidly equipped for the purpose of the school and every facility is furnished to advance the pupils. The State Business College is the property of Moffatt Brothers and at the time of the establishment of the school they introduced the Gregg system of shorthand, which at that time was not taught in Tacoma. They had to fight much opposition but time proved the worth of their methods and today the Gregg system is taught in the northwest to a greater extent than any other system. It is the purpose of the school that its students will be speedy, accurate and trustworthy and its graduates are now found throughout the country, making good in the various positions which they occupy. Recognizing the fact that there was a demand for competent men and women, the Moffatt Brothers resolved to equip the young for responsible positions and their pupils are now qualified for any department of office or commercial work. Mr. Moffatt has given Tacoma much publicity in all parts of the country through his school advertising literature. He sends out a paper called the State Business College Journal, which is widely circulated, and it has done much to help make Tacoma known throughout the country.

In St. Paul, Minnesota, on the 28th of August, 1900, Mr. Moffatt was married to Miss Rose Sauer, a native of that city and a representative of an old and prominent family. They have become parents of four sons: Kenneth, who is now a business college student; Clinton, who is a pupil in the seventh grade of the public schools; John; and Thomas. The family reside at No. 934 South Ridgewood and the property is owned by Mr. Moffatt.

In politics he is a republican where national issues are involved but casts an independent local ballot. Fraternally he is connected with the Elks, the Woodmen of the World and the Loyal Order of Moose and he is a member of the Automobile Club. He also belongs to the First Methodist Episcopal church of Tacoma and his life is actuated by high and honorable principles that guide him in all of his relations, both professional and business. He holds to high ideals and to high standards and his work has been of great benefit in the northwest.

FREDERICK L. KELLOGG.

Frederick L. Kellogg, vice president of the Stilson-Kellogg Shoe Company, was born in Rochester, Minnesota, November 13, 1868, a son of Cyrus H. Kellogg, who was a native of New York and was of English descent. At the time of the Civil war he became a private of a New York regiment and while at the front in the performance of his duty he was taken prisoner. After the war, in 1865, he removed to Rochester, Minnesota, where he conducted a profitable business as a retail merchant, and later he successfully engaged in the wholesale shoe business in St. Paul, in which city he passed away in October, 1912, at the age of seventy years. In politics he was a stanch democrat and a warm supporter of Grover Cleveland. He never sought public office for himself but was a man of strong convictions. He belonged to the Unitarian church and also to the Masonic fraternity—associations which indicated much concerning the rules that governed his life. His wife, who bore the maiden name of Julia C. Olds, is a native of Illinois and now resides in Tacoma. On the maternal side her family is related to ex-President William H. Taft. Mr. and Mrs. Kellogg became the parents of four chil-

dren, two sons and two daughters: Ella M., living in Tacoma; Frederick L.; Clara N., also of Tacoma; and Lee Olds, of New York city, who is a mining engineer and editor on the Engineering Magazine, published in New York.

Frederick L. Kellogg pursued his education in the public and high schools of Rochester, Minnesota, and the high schools of St. Paul, from which he was graduated with the class of 1886. He then entered business with his father and while thus engaged pursued a night law course in the University of Minnesota, from which he was graduated with the LL. B. degree in the class of 1894. He was admitted to the bar but never entered upon active practice, continuing his business associations with his father and his successors, the French-Finch Company, who succeeded to the business of the Kellogg-Johnson Company. Frederick L. Kellogg remained with that firm for a year and then removed to Tacoma, where he became connected with his present business under the name of the Stilson-Kellogg Shoe Company. This business was previously known as the Stilson Shoe Company but when Mr. Kellogg entered into active connection therewith his name found a place in the firm style and he was chosen vice president of the company, which position he still fills. They have their office, factory and plant at No. 110 East Twenty-sixth street and the business is one of the important industrial and commercial concerns of the city.

In St. Paul, Minnesota, on the 1st of June, 1896, Mr. Kellogg was married to Miss Jeanne Wemott, a native of Dubuque, Iowa, and a daughter of Stephen Smith and Elvira Abigail Wemott. They have a daughter, Elizabeth Wemott, who was born in St. Paul, October 31, 1902.

Mr. Kellogg gives his political support to the democratic party and he belongs to the Commercial Club, the Rotary Club and the Tacoma Golf & Country Club, being identified with three of the leading organizations of this character in this city.

JOSEPH S. SMEALL, M. D.

Dr. Joseph S. Smeall, who is engaged in the practice of medicine and has also devoted considerable time to hospital practice in Tacoma, was born in Dodge, Nebraska, August 13, 1883. The family is of Polish descent and was founded in America by John

Smeall, grandfather of the Doctor. The father, Jacob Smeall, was a native of Mount Carmel, Pennsylvania, and in 1871 became a pioneer settler of Nebraska, where he entered a claim of one hundred and sixty acres of government land, after which he followed agricultural pursuits and in later years he added stock raising thereto. Success attended his intelligently directed efforts, enabling him now to live retired from business. He was quite active in politics in Nebraska, where he has filled various federal offices. His political allegiance is given to the democratic party and his religious faith is that of the Roman Catholic church. He now makes his home at Cornlea, Nebraska. His wife, Mrs. Anna Smeall, who was also born at Mount Carmel, Pennsylvania, is yet living. She became the mother of thirteen children, of whom Joseph S. is the eleventh in order of birth.

After attending the public schools at Farwell, Nebraska, Dr. Smeall continued his education in the Sisters Institution of St. Francis and later St. Benedict's School at Atchison, Kansas. He was graduated from Creighton University at Omaha, Nebraska, with the class of 1907 and on the 28th of May of that year arrived in Tacoma, where he became an interne in St. Joseph's Hospital, where he continued until 1909, gaining a broad and valuable experience from his hospital practice. Since leaving the hospital he has given his attention largely to the general practice of medicine, although he is still active to some extent in hospital practice and is inclined to specialize in surgery.

On the 21st of June, 1913, in Tacoma, Dr. Smeall was married to Miss Lula May Nash, a native of Wisconsin, and a daughter of George B. Nash, who for the past thirteen years has resided in Tacoma. Dr. and Mrs. Smeall have a son, Joseph J., born December 21, 1915. They reside at No. 1402 South Pine street. Dr. Smeall is examining physician for the Eagles and is an active member of the Knights of Columbus and also of the Benevolent Protective Order of Elks. He is a most earnest member of the Roman Catholic church, contributing generously to its support and doing much to advance its work. In politics he is a republican and in 1912 was a candidate for the office of county coroner. When Dr. Smeall arrived in Tacoma his cash capital consisted of but thirteen dollars and seventy-five cents. Since that time he has made steady and rapid progress. He owes his success and his professional position entirely to his own efforts and ability and he has worked his way upward along lines that have called forth his native powers and talents and promoted his skill. He

is most devoted to his work, recognizing the responsibility and obligation that devolves upon the physician and those who know his professional service speak of him in terms of high regard.

SYDNEY W. SIMPSON, D. D. S.

A well equipped dental office and marked skill in practice have enabled Dr. Sydney W. Simpson to gain a most creditable position in the ranks of the dental fraternity in Tacoma. He was born August 29, 1881, in Des Moines, Iowa, a son of W. H. Simpson, a native of Michigan and one of the early settlers of the Hawkeye state. He became a locomotive engineer but is now living retired in Tacoma. His wife, who bore the maiden name of Clara Tilley, was born in London, England, and was brought to America when a child of three years by her father, Anthony Tilley, who made his way direct to Iowa and cast in his lot with the pioneer settlers of Des Moines. He was a butcher by trade and established the first meat market in that city. By her marriage Mrs. Simpson became the mother of four children, of whom three are living, while Harriett, the first born, has passed away. The others are: Howard, who is conducting a cafeteria in Chicago; Sydney W.; and Ross, who is also a practicing dentist of Tacoma.

Dr. Sydney W. Simpson, after attending the public and high schools of Des Moines, continued his education in the Capital City Commercial College there and later he accepted a position as invoice clerk with the Brown-Hurley Hardware Company of Des Moines. He continued with that firm for eighteen months and then resigned his position, for he had determined to qualify for a professional career. He matriculated in the Western Dental College of Kansas City, from which he was graduated with the D. D. S. degree in 1910. He immediately came to Tacoma and entered upon the practice of dentistry, in which he has since successfully continued. He worked his own way through college, acting as a waiter in restaurants, as a hotel clerk and also filling various other positions that would bring him the money necessary for his college course. He possesses the marked mechanical skill and ingenuity so necessary to the dentist and adds thereto a comprehensive knowledge of the broad scientific principles upon which dental practice is based. He is a member

of the Pierce County Dental Society, of which he was vice president in 1914, and he belongs also to the Washington State and National Dental Societies.

Dr. Simpson resides at No. 305 Ingleside apartments. He was married in Des Moines, August 5, 1908, to Miss Oudra Jones, a native of Iowa and a daughter of Harry Jones, who is in mercantile business in Iowa. Fraternally Dr. Simpson is connected with the Odd Fellows lodge of this city. He also belongs to the Commercial Club and is a member of the Baptist church. He believes most thoroughly in the future of the west and has no desire to make his residence anywhere than in Tacoma, and his fellow citizens welcome him here as an able dentist and as a man whose friendship they value.

P. OSCAR STORLIE.

P. Oscar Storlie, who is engaged in the undertaking business in Tacoma and is also active in real estate circles, has proved very capable in the management of his affairs. He was born in Fillmore county, Minnesota, on the 24th of April, 1883, a son of Levi and Mary Storlie. After attending the district schools in the neighborhood of his home he became a student in the high school at Lanesboro, Minnesota, remaining there until he was seventeen years of age. He then matriculated in the Minnesota State Agricultural College, from which he was graduated in 1903.

Subsequently Mr. Storlie went to Austin, Minnesota, where he had charge of a dairy ranch until 1906, when he came to Tacoma and engaged in building and contracting until 1910. In that year he became the owner of an undertaking business at No. 5034 South Union street, which he has since successfully conducted. He has modern, up-to-date equipment and is always seeking to better his service in some way. He has the distinction of being the only undertaker in America who has built his own automobile hearse. In addition to managing the undertaking business, he deals in real estate to some extent and derives a substantial addition to his income from his activities in that field.

Mr. Storlie supports the republican party at the polls but has never been an aspirant for office. He is well known in fraternal organizations, belonging to the Independent Order of Odd Fellows; the Knights of Pythias; the Modern Woodmen; the

Homesteaders; the Yeomen, of which he is a past foreman; the Scandinavian Brotherhood; and the Sons of Norway. In his religious faith he is a Lutheran. He speaks the Scandinavian languages fluently and this accomplishment has often been of value to him in his business dealings as well as being a source of pleasure otherwise. He keeps in close tough with the advancement of his city along various lines, and his public spirit and other admirable qualities have gained for him the warm regard of those who have been closely associated with him.

O. B. HERBST.

Although a young man, O. B. Herbst is one of the successful merchants of Tacoma and the clothing store which he owns and manages is accorded a large and representative patronage. A native of Chicago, he was born on the 16th of June, 1883, of the marriage of Bernard and Sophia Herbst, also natives of that city. The father was formerly engaged in the manufacture of clothing and is now connected with Charles D. Jaffee & Company, which is one of the important concerns in that field. He has reached the age of sixty-two years and is living in New York. His wife is fifty-eight years old.

O. B. Herbst received his education in the public schools of Chicago and on putting aside his textbooks became connected with Marshall Field's wholesale house. Later he accompanied his father on the road, packing and unpacking the latter's trunks. In this way he gained much valuable information concerning the clothing trade and also concerning the art of salesmanship, and at length he secured a line for himself. He traveled on the road for four years, after which he entered the employ of the Hackett Carhart Company, retail clothiers of New York city. He began as stock boy but was rapidly promoted, as he displayed ability and took a keen interest in the business, and when he severed his connection with that store in 1909 he was assistant manager. He returned to the road, but after making one trip to the coast decided to enter business for himself. He desired to learn more of retail methods, however, and worked for a short time in several Seattle stores, thus gaining the desired experience. Subsequently he went to Portland, where he was employed in a store for a short time. He was then asked to take charge of a

business at Goldendale, Washington, and to resystematize it on an efficiency basis and he spent seven months in that connection. He then returned to Portland, where he was for two and a half years in the employ of Benjamin Selling, after which he came to Tacoma and established an up-to-date clothing store, which he has since successfully conducted. He carries Charles D. Jaffee & Company's line of goods, and his customers are most certain that clothing purchased from him will be correct in style, well made and of high quality.

Mr. Herbst endorses the principles of the republican party and as a rule supports its candidates at the polls, but if he believes that the public welfare can be best served by voting independently he does not hesitate to do so. He belongs to Tacoma Lodge, No. 435, L. O. O. M., and is popular within and without that organization. The varied experience which he has had in merchandising and his thorough knowledge of the clothing trade are important factors in his success in business as is also his unswerving integrity.

AUGUST EINHAUS.

Although a comparatively new resident of Tacoma August Einhaus has become very closely identified with the business and political life of the city during the last six years. He came to Tacoma from Pennsylvania, in which state he had resided since early childhood, in September, 1910.

Mr. Einhaus is a native of Germany, having been born in Saxony, October 1, 1882. When he was eight years of age his family severed all the old ties and set sail for America. After arriving in the United States they settled at Mahanoy City, Pennsylvania. It was here that Mr. Einhaus began his English education. In 1897, when only fifteen, he was graduated from McCann's Business College, being the youngest member of the class and passing with the highest record. Immediately upon graduation he took up the practical work of accounting. He decided after a successful year of employment in his home town, to broaden his opportunities and with that end in view went direct to Philadelphia. Here he obtained an office position with A. H. Reid & Company, wholesale spice merchants, in whose employ he remained for two years.

About this time the spirit of adventure became too strong to be resisted and the youth gave way to the wanderlust urge and for the next three years traveled both in the United States and foreign lands. Upon returning to Philadelphia at the end of this time he was engaged as cashier and office manager by Mlasovsky & Wagner, merchant tailors, where he remained for four years. During this time he was quite active in Pythian lodge affairs and became a past chancellor as well as a lieutenant in the Uniform Rank of the order. He was also during this time a noncommissioned officer in Company D of the Third Infantry Regiment of the Pennsylvania National Guard, and attended with his company at the army maneuvers held at Pine Camp in 1908. While a resident of Philadelphia he made the acquaintance of George C. Thomas of Drexel & Company, and through him secured an introduction to Mr. Richards, vice president and general manager of the Philadelphia & Reading Coal & Iron Company and succeeded in being appointed an auditor for that company, with whom he remained but little more than a year. During his connection with the Philadelphia & Reading Coal & Iron Company he was given an opportunity to reconstruct and remodel the accounting system of their supply departments.

Mr. Einhaus, having decided to remove to the west to reside, found it necessary to resign from this position. After his arrival upon the Pacific coast he very soon became connected with the Vaughan & Morrill Company as cashier. Here he remained until the death of Chas. W. Morrill in 1914, when he, associated with other Tacoma men, organized the corporation which took over the business and operated the Cole-Martin-Berg Company. Mr. Einhaus became secretary of the new company and was also a director. Late in 1915 he severed his connection with this firm and in the spring of 1916 became associated with the American Wood Pipe Company of Tacoma, of which concern he is also a director.

During his residence in Tacoma Mr. Einhaus has been active in socialist political circles and was three times a candidate for office under the auspices of this party. In the spring of 1912 he was a candidate for city controller, receiving the largest vote ever cast for a socialist candidate in Tacoma. Again in the fall of the same year he received a large vote as a candidate for county auditor.

It was not until he was finally settled in the west that Mr. Einhaus seemed to have turned his thoughts to love-making and

home-making. He is now the head of a home which is in reality presided over by two bonny baby girls. On January 14, 1912, he was married to Miss Evelyn McMillan, who for a number of years was a teacher in the Tacoma schools.

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